

CONTRAST:HONDA CR250 & HUSKY 250CR

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MOTOCROSS ACTION MAGAZINE

MAY 1976

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'76 BULTACO PREVIEW

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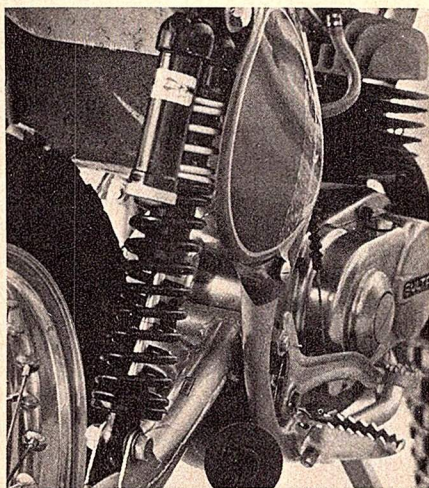
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BULTACO PREVIEW



OSSA TEST



RESURRECTION

MOTOCROSS

ACTION MAGAZINE

VOLUME FOUR
NUMBER FIVE
MAY 1976

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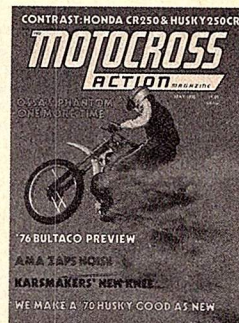
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Jeff Little of Suzuki of Santa Barbara flees a sandstorm aboard Husky's 250CR. Photo by Paul "Straight Leg" Boudreau.

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ON THE MAINJET

By DICK MILLER



Maybe it's just me and I'm getting paranoid, or maybe I've just been subconsciously ignoring a significant change in this sport of motorcycling that I'm so heavily involved in. It has to do with trust.

Perhaps it's just a sign of the times, but when I first started riding bikes you could trust anyone else who rode one also. No matter what kind of person you were or what kind of person the other biker was outside of the motorcycling scene, it had no bearing on how you acted with other bikers. What I mean is, there was a camaraderie within the sport and one motorcyclist didn't step on another of his kind. It was something along the order of an "honor among thieves" type of thing, although that might not be the proper example to use.

If you'd borrow a tool or something from someone at a race you made sure you took it back, and you also knew that if you lent something to someone it would be returned without your even thinking about it.

I used to go out riding in the desert and leave my tools and gear in the back of my pickup all day and expect them to still be there when I got back. I knew that the only other people out there were bike riders also, so everything was safe.

I've been trail riding several times when either my friends or I have broken our bikes and had to leave them, but we weren't concerned about their being there when we returned.

When motocross racing started here in the late '60s you didn't have to keep an eye on your gear or parts, tools or what have you. No one even thought of ripping off another racer and your stuff was safe wherever you left it. At that time most spectators were friends and relatives, and even if they weren't they could be trusted.

I guess I started noticing the change a few years back but only now am I really aware of it. I am the type to always have a spare item or another just in case I break something. I carried a spare tube or two, master links, jets, oil, nuts and bolts, etc. — the brand of bike I happened to be riding at the time determined what spare parts I carried with me. After a while my friends who were riding the same brand seemed to be relying on me for spares, but most of the time these were returned. It was the times they weren't that started depleting my parts, and I never was too aware of it until I needed something and it wasn't there.

What really bugged me was that now when someone borrowed something they didn't actually consider it borrowed; rather, it was a gift. They figured you really didn't want it back or you would ask. The ironic part about it is that if you do decide to ask for your parts back — say a jet or tube or something supposedly insignificant — they figure you're a horse's ass for being so cheap as to want it back. They don't seem to think of themselves as being too cheap not to have bought their own spares beforehand. Now, usually, when someone asks me for something, I just say I don't have one, sorry!

Now, whenever I go out riding in the boonies I lock up everything in my van, even the loading ramp and gas can. I know that they won't be there when I get back if I don't,

especially if there are other bikers around.

If my bike breaks out in the boonies I make sure it's hidden so well that only I or my buddies who are with me can find it, and if at all possible someone usually waits with it or else there is a pretty good chance it won't be there when we get back.

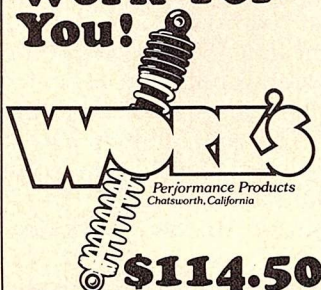
Four of the crew from *Dirt Bike* just found this out the hard way. They were on a trail ride in the Alamo Mountain area in Southern California and got caught in a snowstorm. One of the bikes broke and another ran out of gas because of the snow drifts and problems with the weather, so they opted to leave the bikes up on the mountain and save themselves. As it turned out they had to wait a few days before going back in after them, and when they got there one was missing. Even the fact that the bikes were covered up to the handlebars didn't deter someone from ripping one of them off — and probably all of them had there been more time. Bummer!

I just returned from the Parker off-road race. It consisted of 400 miles of some rough riding, but most of the bikes finished long before it got dark — but not so for the cars. They were racing long into the night to get around the 400 miles, and many didn't make it. It's pretty hard to hide a car when it breaks, and it seems that there were some people on the course who were methodically stripping the cars that were broken down before the pit crews could get to them. One Cibie light or the equivalent costs anywhere from \$35 to \$50, and some cars have as many as ten. Not to mention the Bilstein shocks at \$75 a crack. I guess we're not the only ones with rip-off problems.

It's now become the norm rather than the exception to chain your bike to something in the pits if you camp out before a race, be it a motocross or whatever. I remember a desert event three years ago when a couple of guys were caught in a stake side truck who had been averaging a couple of bikes a weekend from the pits while everyone was sleeping. Their truck made a nice bonfire and their own mothers wouldn't have recognized them from the beating they took before they were handed over to the law. The significant thing about these guys was that they

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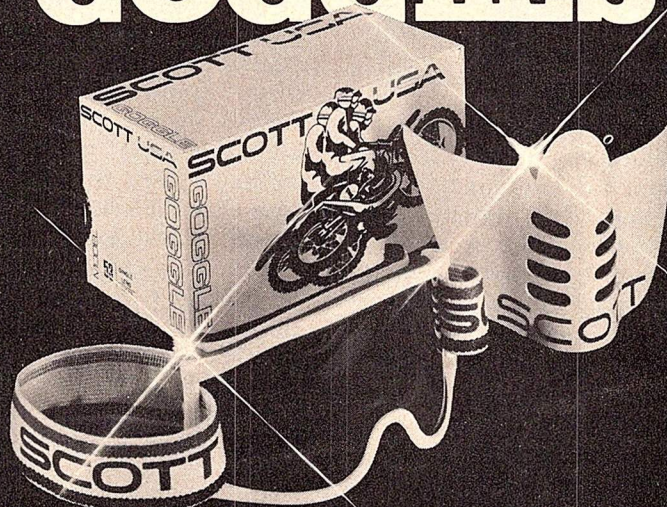
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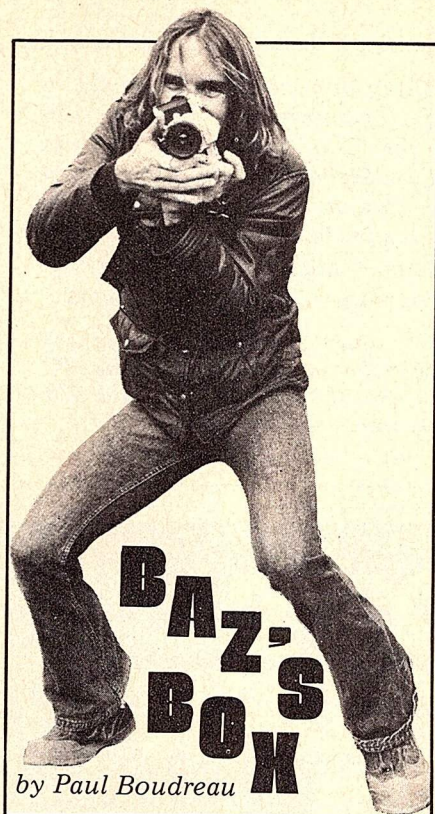


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Somehow, when I went out to test ride the 250 Ossa Phantom featured in this issue, I didn't think I would end up four days later in my bathroom pulling pieces of dried plaster out of my crotch hairs. But here I am trying to put the believes on this solid column of plaster encasing my leg from the ankle to right alongside my left testicle. That's what happens when you stick your foot where it doesn't belong, like in the wet sand of Indian Dunes' "Airstrip Course" while gassing the potent Phantom out of a turn. I kept going but my foot stayed. Results: one knee bent the wrong way.

Tearing a knee ligament is a very painful thing to do to yourself. It's much worse than catching a zipper, stubbing a toe, biting the inside of your cheek or even bending back a fingernail. The pain avoidance centers of your nervous system, jolted into action by the excruciating agony of what you've just done, go to work protecting the leg at all costs. There's no way you want an instant replay of that act.

But does the X-ray technician understand? Not the one who wheeled me from the emergency room to the X-ray lab. With my swollen, throbbing leg sticking out in front of the wheelchair like a pump handle, we whistled down the hallways at full tilt, narrowly missing potted palms and parked

machinery at every turn. Heavy doors were opening all around me, some just grazing my ankle or flicking a toe. Nurses hurrying about would sidestep the speeding chair missing my foot by fractions. Finally arriving at the X-ray room, he spun me around in a 180-degree bat turn while I watched horrified as my foot barely missed a hundred table legs. "OK, pal," he said, "hop up here on the table and we'll take some pictures. Which knee is it?"

"The purple one that looks like a grapefruit."

"Boy, that sure is swollen. You ought to see a doctor."

But no doctor was available for two days, so I was sent home with the simple instruction: "Don't move."

The gods must have been against me, because on the way home that night my generator decided to unwind itself and my battery went under with the slow certainty of a sinking boat. Driving down the San Diego Freeway, I looked like a moving sunset. Every light on the Bazmobile was dimming down to nothing except the red one on the dash that said "GEN." "Please, oh, please!" I pleaded. "Just five more miles. I'll give you a lube job and an oil change. Just five itsy bitsy little mi . . ."

"PIH, PIH, PAAAH . . . FISSS" the mighty Isuzu four-banger expired and rolled to a stop in the breakdown lane. I wept uncontrollably.

Once home, my friends were no help at all. First, Crazy Carl came over.

"Geez, Baz, what happened to your leg? Your knee is swol' up like a grapefruit."

"I know. I bent it the wrong way."

"Geez, that's too bad. That happened to a friend of mine. Had to have four operations, was in a body cast for eight months flat on his back and now he can't walk right. Has to take pain pills every time it gets cloudy. Poor guy. We call him 'gimpy'."

Then my girlfriend came over. "Poor sweetie," she purred, running her hands sensuously over my grapefruit. "Is there anything I can do for my baby to make him feel . . . Wait, is this where your kneecap is supposed to be? Look, it's way over here and I think it should be more over this way. Look at your other knee. See? This kneecap is in the

middle and this one is over on the side. Boy, you really screwed it up."

She doesn't bother me so much. It's her brother, John the Jerk, who drives me crazy. He came into my bedroom carrying a box of Colonel Sanders chicken.

"Hi, Paul. Mind if I sit on the bed? Here, move your leg." He moves my leg. I tear the pillow in half.

"Whatsa matter? Are you choking on something? Your what? Your leg? Oh, your leg! Holy cow! What happened to your leg? It's swelled up like a grapefruit."

"Look, John, I'd rather not talk about it. I hurt it really bad and I just want to try not to think about it."

So John the Jerk starts reeling off his plan to make a fortune selling rings with motorcycle insignia on them. He figures guys will give them to their pit tootsies by the millions. In the meantime he's taking apart one of the Colonel's finger-lickin' chicken legs by the knee joint. At every snap of a tendon the hairs on the back of my neck stand on end. Each twisting of ball against socket draws my lips tighter across my teeth. Finally, with a sickening pop, he wrenches femur from tibia and shakes the dangling viscera of one end in my face making a point about volume and profit margin. All the way from my knee to my forehead a dull pain creeps.

Eventually, I got in to see a doctor. After grabbing my leg like a fire hose and twirling it around as if he were probing the inside of a peanut butter jar, it was determined I had torn a ligament. Ten pounds of plaster later I was sent on my way.

So here I am set to contemplate my solid, tubular leg for the next eight weeks. Next month: "What it's like to live in a cast."

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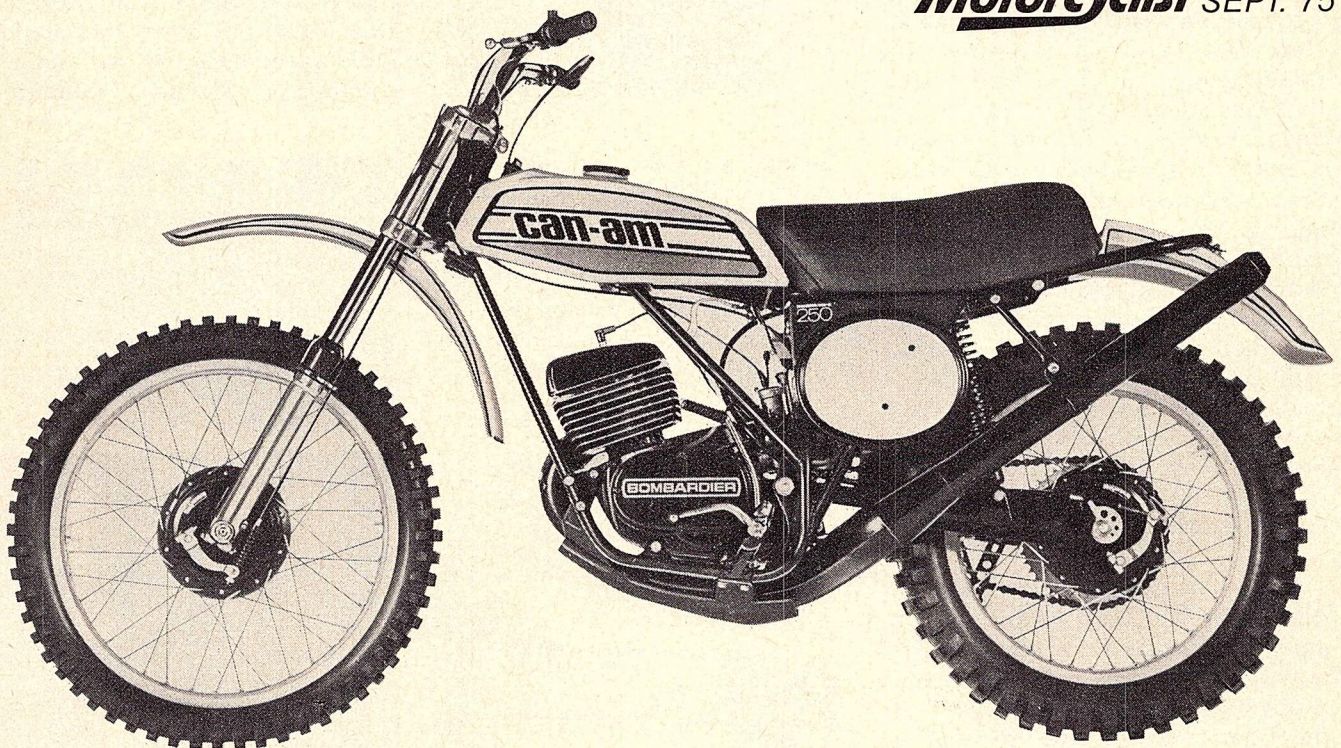
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Motorcyclist SEPT. '75



"... any Can-Am, from the 125 to the 250, produces more power than any other production engine you can buy and it does it without any apparent sacrifice in reliability." ***CYCLE*** DEC. '75

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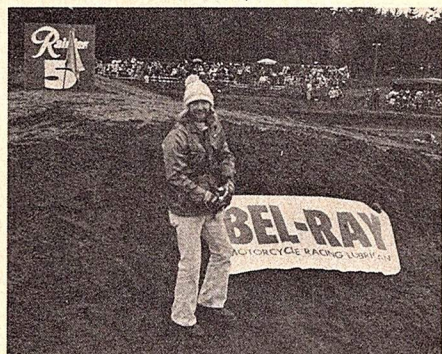
By Holbert Holquist

Holbert recently attended a Motorcycle Industry Council clambake at which one of the subjects discussed was noise (on the same subject, check out the story in this issue). Normally, those things are pretty dull, but that one was livened up considerably by the well known editor of one of the biggest moto-monthlies in the business. The guy stood in a state of high dudgeon (nope, that's nowhere near East Lansing) and said that he'd gone to New York City and measured the noise the subway trains make, and that they made a lot more noise than any motorcycle. So he didn't see why motorcyclists should have to make their bikes any quieter. We could add a lot more examples to the subway comparison, like trucks on the freeway, etc. Maybe the ecology fanatics will outlaw subway travel and then we can have the existing right-of-ways for motocross. But I really don't think it would be very easy to hold a motocross down there. Besides, anyone who fell would probably be mugged before they could restart.

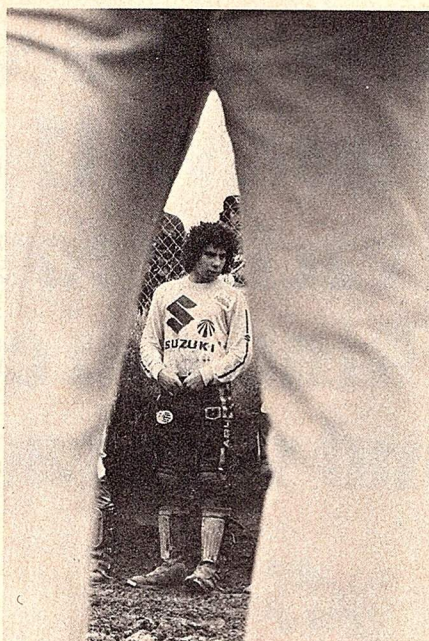
* * *

We heard through the grapevine that Marty Smith is now going to be able to compete in eight GPs, however the Honda people are trying to make sure he knows that they don't expect him to win a World Championship his first time out. But next year . . .

* * *



WHAT EVER HAPPENED TO TOM RAPP? He's alive and well earthin' it around Santa Cruz, California, and helping out friends at local races. He says "Hi" to Bel-Ray's Dave Rogers.



Suzuki hot-shoe and all-around foxy fellow Billy Grossi will take on Marty Smith in the 125cc National Championship series riding a factory RA125 Suzuki. Gros is fully recovered from a broken leg, his second, suffered just before the start of the 1975 Trans-AMA series.

* * *



HOW DOES HANG TEN HANG THEIR HANG TEN AT THE HANG TEN? That's easy. First they get high . . .

In case you hadn't heard, the AMA will be scoring National motocross this year in the same way that the FIM scores Grand Prix motocross — that is, by moto. Points will be awarded on the basis of each separate moto run, instead of on the old two moto average system. What does that mean? Well, if the AMA had used the FIM system in 1975, Kent Howerton would be the National 250 champion, for one thing. Under this new system, a DNF in a single moto is not nearly so serious as it was under the old. That means that if a rider breaks in one moto, he'll still come out running hard in the second. But it also means that toward the end of the season, riders who are down lots of points will have little or no hope of catching up. Should be interesting.

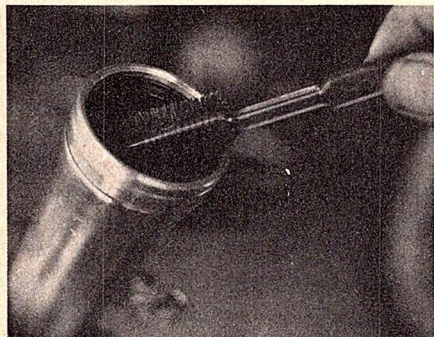
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HOT TIP FOR NAILING DOWN YOUR PIT TOOTSIE: You say you've got your eye on this really hot lady and you want to ask her to go steady but you don't have any fancy jewelry to make the proposition more inviting because you spent your last 20 bucks on a new piston assembly? No problem. Just give her your old wristpin bearing to show that you really love her. Don't forget to wipe it off first.

Guess which state has the most registered bikes in the country? Why California, of course, leads the list with 699,000, according to a recent survey. Pennsylvania is next followed by Michigan, Texas, Ohio, Illinois, Florida, Indiana, Minnesota and Iowa. C'mon Maine!

* * *



TECH TIP: Before you replace your leaky fork seals, try cleaning them out with a toothbrush and some solvent. Sometimes dirt is trapped inside the lips of the seals and it holds them away from the fork leg, causing leakage. Periodic maintenance of your seals in this manner keeps them working better and longer.

Holbert goofed when he said that Bombardier Ltd., makers of the Can-Am, was bought out by the Montreal Locomotive Works. It was Bombardier which bought the steamers. New name of the company to be Bombardier-MLW Ltd. What mean 'um MLW?

* * *

Jim Weinert, who last year said he'd be at Yamaha for quite a while, has rejoined Team Green. It'll be an interesting season because of the conflicts caused by his abrupt dismissal from Yamaha and subsequent rejoining of Kawasaki. At least he'll have no problem with his wardrobe. He'll just have to move the Kawasaki stuff to the front of the closet and file the Yamaha gear in the rear.

* * *

Tim Hart, number 2 ranked AMA 125cc mxer in 1975 has been signed by Can-Am to ride the 1976 AMA Supercross Series. He'll join Jimmy Ellis, Mike Runyard and Buck Murphy at the Daytona, Houston, Dallas and Pontiac Michigan stadium races.

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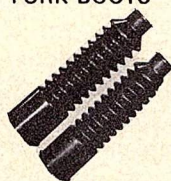
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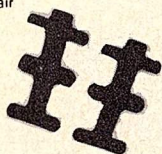
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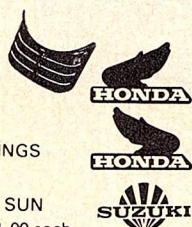
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MAIL ENTRIES



"WHAT MEAN 'UM WFO?"

DOWN ON DOPE

Your March '76 "Mainjet" editorial was right-on, and I agree with you 100 percent. It's a big mistake for anyone to infer that the fast guys are fast because they do dope. The dedication, training, discipline and skills it takes many years for an accomplished racer to develop will never be available in pill form. Thanks for setting the record straight.

Warner W. Riley
200 MPH Club
16-time Bonneville Record Holder
Skokie, Illinois

Your "Mainjet" article in the March issue really hit home. Racing stoned is not healthy. I figured that riding stoned I would really get into it, but I found I had trouble concentrating. If you can't concentrate, you can't win. Maybe this will keep someone from crashing hard.

"On A Natural High"
Poughkeepsie, New York

FREEBIES

I am 12 years old and always buy your magazine. I was wondering if you could send me some stickers or something that you have laying around?

Mark Caverly
Huntington Beach, California

(What do we have laying around?
—ed.) (How about the Buzzer?
—man. ed.)

UPRIGHT

I attended a Trans-AMA race at Puyallup Raceway Park in Washington. I saw Tony DiStefano lead the second 500 moto with his feet on the pegs around most of the track. How does he do this? I would like to know how to adapt this to my style of riding, because it seems less tiring and I would be in shape for the whoops following the corners. How about some tips on riding in the mud? Like I always say, if you can ride in the mud, you can ride just about anywhere.

Dana Jack
Seattle, Washington

(You think he really always says that? —ass. ed.) (Probably. —ed.)

COMMIES

I managed to obtain this picture of one of Russia's motocross trainees.



As can be seen, he has been issued the clothing that he will be expected to use for the next ten seasons.

John Fischer
Evanston, Illinois

Here is the Rex Beauchamp quote from the flattrack film THE ALL AMERICAN RACE: "The first time I ever went into a corner and got the motorcycle sideways . . . got my left foot on the peg, and just went around the rest of the corner with the bike sideways . . . it's hard to

explain, but it's just such a beautiful natural high. Football players and other sports people, they definitely get natural highs on what they're doing, y'know, that's why they do it. When I went around the corner with my feet on the pegs and did that . . . I just couldn't feel any better . . . it was neat!"

Peter Starr
Los Angeles, California

(Film maker Peter Starr, featured in a recent issue of MXA, has recently won a Best Film award at the Paris Film Festival for his film about Roger DeCoster. —ed.)

Could you please explain why some countries like Italy, Belgium, Britain, France and West Germany have the opportunity to host all three (125, 250 and 500) motocross World Championship events, while others have only one or two GPs?

T. M. Smolik
Upper Darby, Pennsylvania

('Cause the FIM loves 'em. —ed.)
(Cause the FIM hates 'em. —ass. ed.) ('Cause they're all a bunch of commies. —man. ed.)

THE MAGAZINE FOR KNURDS

I was reading Esquire Magazine the other day and came across a chart entitled "The Toughest Sport." It was accompanied by an article which was all about how tough football players are. The interesting part about the whole thing was that football received a total of 36 points on the chart of physical factors, while motorcycling received only 20 points. We even lost out to volleyball which had 31. Some good news: we beat bridge by eight points. Marty Smith must be one hell of a bridge player.

Chip Potts
Lansing, Michigan

(Yeah, but does he look as cute in panty hose as Joe Namath? —man. ed.)

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Dariusz Goslawski
Lodz, Poland

SCREW-UPS?

In your table of contents in the March '76 issue it said: "Marty Smith becomes the youngest rider to ever win a Trans-AMA." Then it said: "Tony DiStefano becomes the youngest rider to ever win a Trans-AMA." How can they both be the youngest?

Vince Alcouloumre
Napa, California

(Simple. When Marty won at Omaha, he was the youngest. But when Tony won in Texas, he was the youngest, because he's younger than Marty by a few months. Get it? —ed.)

I just bought your new magazine called *Motocross Champions*, and on page 21 the whole picture of Gerrit Wolsink and Hakan Andersson is backwards! What's going on? Is this a new setup?

Tom Hetzel
La Habra, California

(Guess so. —ed.) (It confuses the other guys, so you win! —ass. ed.)

When your magazine first came out you had a bunch of good tech articles. Now all you have is race coverage. This is OK, but let's not get carried away. We're ready for the heavy stuff now.

Steve Pokorny
Fenton, Maryland

(Send him Harriet's address. —ed.)

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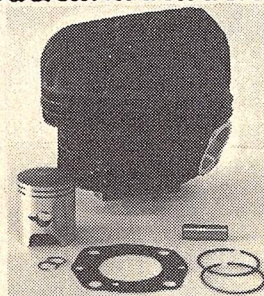
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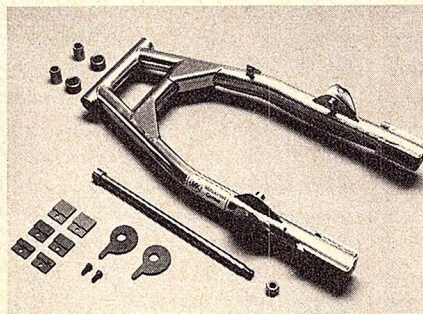
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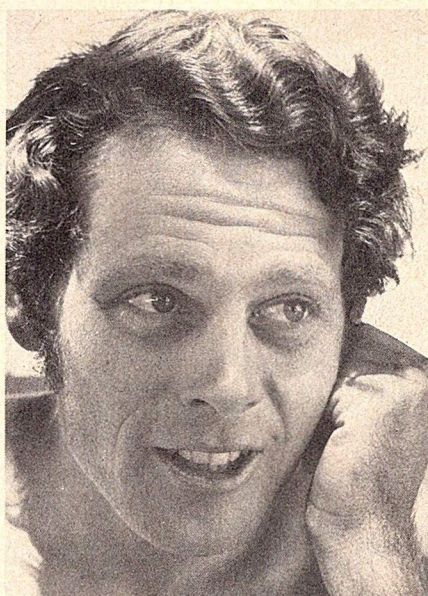
by Al Baker

A DROWNING SITUATION

I recently purchased an RM125 Suzuki and I love it. There's only one problem I can't solve. Maybe you could advise me what to do. We run into water no matter where we ride. My stock foam filter seems to work to a point, but I eventually always drown out. I then purchased a Twin Air element, as they advertise that "it works in water." It happened again. This time water washed mud and sand through the foam pores and ruined my rod bearing and piston. This was costly. I don't wish to make the same mistake again.

Boyd I. Suckyt
Greenfield, Massachusetts

Foam filters are designed to pass dirty or dusty air through thousands of tiny passages, filtering out dirt particles by diverting them into other enclosed passages until clogged. Filter oil added to the foam only acts as a film which dust sticks to, eventually clogging more pores, making the engine have a rich condition. When water hits your foam element it will hang there like a sponge. When your bike is jolted by hitting things such as a ditch the water will drop through the entire element and straight into the engine. If there are any dirt particles in the element's tiny passages, the water washes it through also. I believe this is what has ruined your engine. I have destroyed many engines and used many different brands of foam elements. The only success I have had is with filters made by K&N Engineering. They use the principle of a suspended oil screen which catches tiny dirt particles. The dirtier it gets, the better it works. Oil is supported on a cotton gauze and formed in an accordion design for more surface area. When water hits the filter, it immediately passes through and between the cotton gauze, still holding the dirt particles.



Clean water will not hurt your engine. It's dirty water that does.

SKIPPING ON

Could you tell me if they make a skid plate for a Suzuki TM100? If so, where could I get one? If not, is there one from another bike that would fit? Also, could you please send me some additional information on this bike?

Ed Buccini
Trenton, New Jersey

Yes, there is a skid plate that bolts right on Suzuki TMs and RMs, made by Fun N' Fast Products.

For best all-around performance on your TM100 I would suggest a high-performance cylinder head made by Webco. As far as porting, the best move you could make would be to have the cylinder ports blueprinted (cleaned, matched and polished). A race-qualified shop of your choice could do this for approximately \$35 — \$45. At least my shop does it for that.

Get it on. Fun N' Fast, 18143 Napa St., Northridge, California 91324.

LTR FOR XR75

XR75 shocks: Is it possible to lay down the stock shocks on the stock XR75 frame? If so, how? What do I do?

Murray Jacobs
Unity, Sask., Canada

I take it you want more travel and

better performance out of your XR75 rear end and not just looks, right? Any time you forward mount or lay down your rear suspension, your bike will require special heavy-duty shock dampening along with a heavier rate spring. Your stock shocks will not be sufficient; if anything, they'll be worse than what you now have.

I suggest not cutting or welding on your frame, as few people know what they're really doing. If you do decide to lay down your shocks, you should use an expensive gas/oil shock to eliminate any aeration or fade. I feel the best route for you is to use special S&W shocks designed for XR75s and run them in the vertical position. I make a strong, inexpensive XR75 swingarm featuring the forward mount, for proven maximum performance and travel. Al Baker Racing & Development, 15174 Raymer St. Van Nuys, California 91405.

CHOOSING YOUR HEAD

I just finished reading the January '76 issue of MXA. You guys did a test on cylinder heads. You said that the Webco head is the best all-around buy for the CR125, but I own a Suzuki TM125. Is the Webco head the best all-around buy for a Suzuki TM125?

When are you going to do your coverage on the October 26, 1975, Trans-AMA at Omaha?

Dan Jones
Lincoln, Nebraska

The CR125 Honda Cylinder Head Shootout became a very touchy subject after it was printed. It seems that many of the cylinder head manufacturers formerly believed their fancy looking head made your bike go faster. After seeing the test and reading the article I must say I am firmly convinced that a dyno test will give the best results in a comparison such as this one. It seems that many of these performance accessory manufacturers don't consult a dyno when developing a new product and end up selling you something that's never been dyno-tested.

Webco does dyno-test their heads in their development. They do have a head for your TM125 and I recommend it to you.

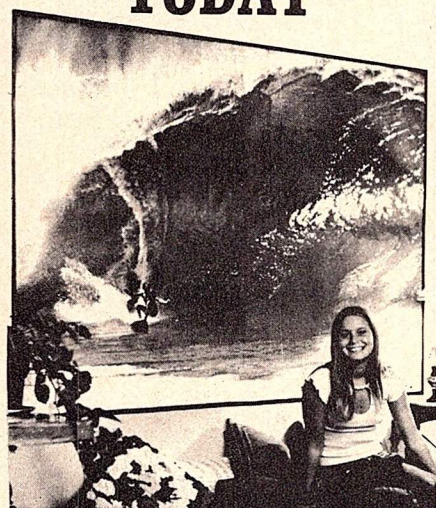
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MAINJET

Cont'd. from page 5

were bikers ripping off bikers.

I have a lot of friends who own bike shops or accessory stores and they're getting ripped off right and left. They can't afford to leave anything unprotected in their stores or someone will lift it before they turn around. Think about this the next time you wonder why the guy who's waiting on you at one of these shops is a little moody. Many of the shop owners feel that no one gives a damn about their position just because they're running a business and can *supposedly* afford it. Many of them can't. They might begin to feel a little better if someone like yourself smacked some kid alongside his head for ripping something off instead of ignoring it like it was none of your concern.

Another area of bikers' apathy is with the promoter of an event. Many promoters are genuinely interested in the sport of motocross, whether you want to believe it or not, and go to great lengths and expense to decorate their tracks with the banners, flags, ribbons and signs that give and add color to the event. Sometimes even before the event gets started these decorations are ripped off by some kids who are eventually going to stuff them in their garage or trash can because they don't know what to do with them.

Obviously the promoter can't cope with this, as he's too involved with the day's activities and is usually understaffed. His only recourse is to forget about the banners, flags, etc., for the next time. If you don't think it costs him for some of this stuff, you're mistaken. A roll of pennant costs about \$4 for a 50-foot section. Add up about a mile of that for a mile of track and then double it for both sides. You'd only make that mistake once also. It'd only take a few concerned spectators to turn this around, too!

This whole column may seem sort of negative about the state of things,

Cont'd. on page 18



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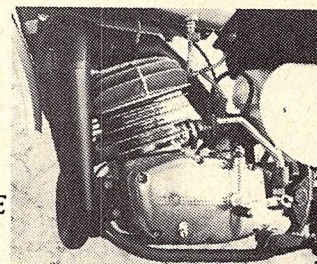
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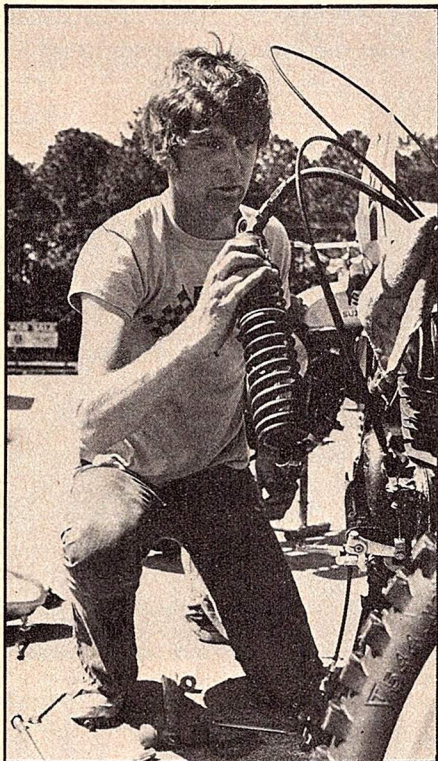
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WHIPS

Little things about people who make motocross neat

BRIAN LUNNISS



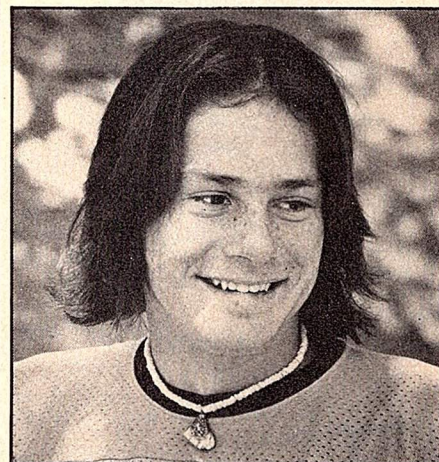
"Yeah, good buddy, you got the TM Cyclone here. We a-hoppin' and a-swappin' down this ol' I-75 boulevard with a load of racin' bikes headed for that ol' Pepsi Cola town. We gonna win us some races." If you hear that CB chatter along one of the Interstates, you've got Brian Lunniss, a professional race mechanic for U.S. Suzuki, on his way to the next race. He's a veteran of many seasons with Suzuki, starting out with the Runyard-Thorwaldson team, assisting Roger DeCoster and Japanese National Champion Kojii Masuda when they're racing in this country, and on permanent assignment as Billy Grossi's mechanic. In his first season with Grossi he wrenched the young star to a Winter-AMA series victory and a close shot at the 500cc National Championship. Brian is a fierce competitor in the Minibike Grand Prix and is a top contender for the Unofficial Mechanic's Indoor World Championship, whatever that is. So if y'all got your ears on, give that ol' TM Cyclone a shot. He'll appreciate your modulation.

PAULETTE NAPOLEONE



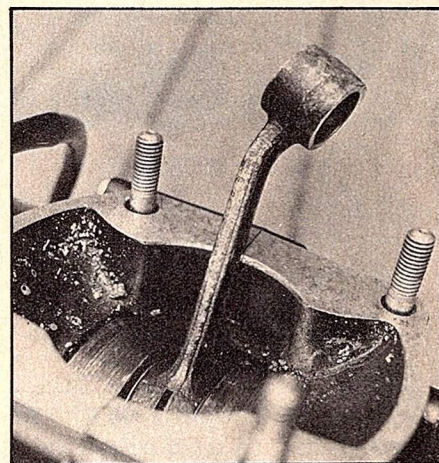
Who is this woman and why is she always somewhere in the pages of MOTOCROSS ACTION Magazine? She's one of the few women around who is totally into the sport. An enthusiastic spectator and a competitive participant, she is actively involved in the local, national and international motocross scene. She provides our editorial staff with invaluable information about the world of professional motocross and gives us rare insight into the personalities of the racers. Sometimes she drives us crazy, but we honestly feel that MXA would not be as good without her. Say "Hi, Perilous" when you see her at the races. And you will 'cause she's always there.

DAVE CLINTON



Dave is the country's top bicycle motocross racer and serves as captain of Kawasaki's BMX team. He currently holds both the A.B.A. and the N.B.A. number one plates in expert competition. He's 15 years old and a tenth grade student at Sylmar High School in California.

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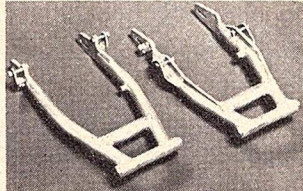
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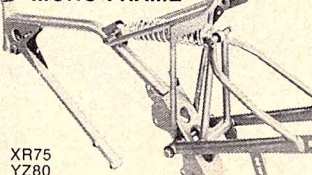
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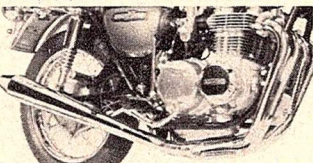
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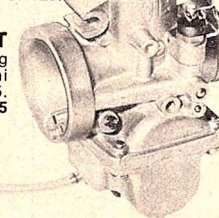
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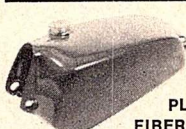
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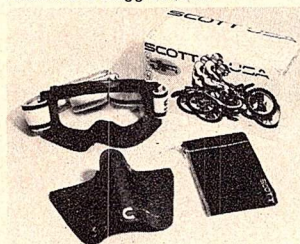
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**901 SERIES
Super Digger**
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460-18 \$36.95
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DG TEAM JACKET **\$24.95**

Nylon windbreaker, fully lined, elastic cuffs, drawstring at waist. Yellow, blue stripes and DG logo. S-M-L-XL.



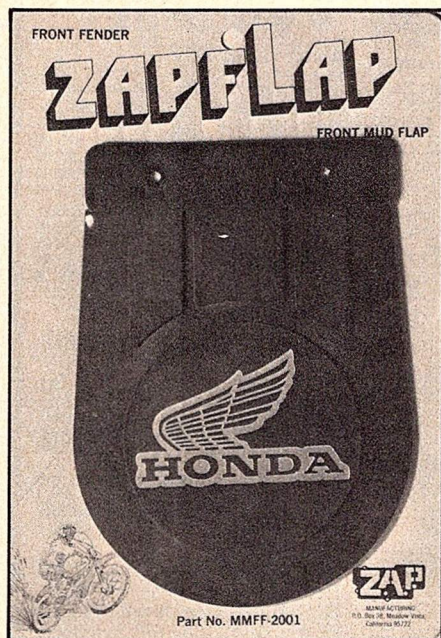
FORK BOOTS **\$7.95/pr.**

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RED
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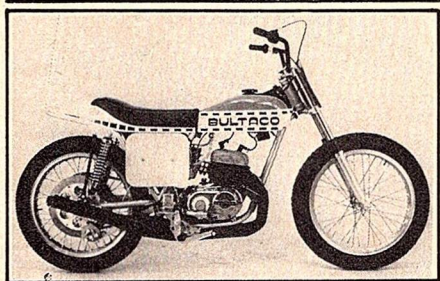
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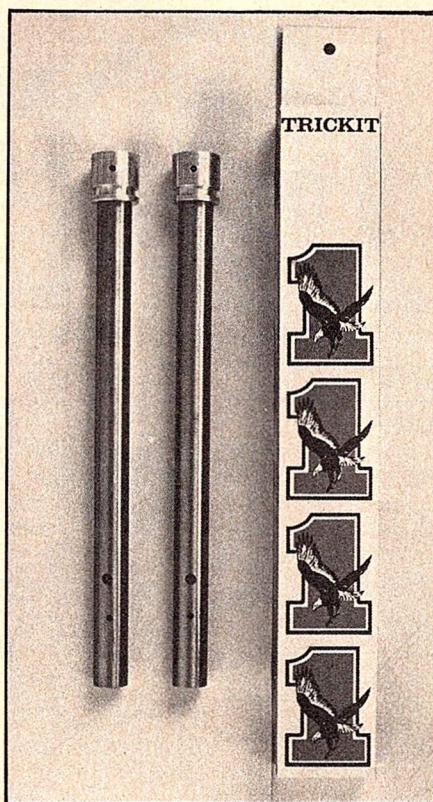
ZAP FLAP

New from Z.A.P. Manufacturing are these rubber-molded major brand name mud flaps. The flaps come packaged in a set which includes front and rear flap, with brand logo impressed on front flap. They make neat coasters, too. Contact Z.A.P. Manufacturing for dealer and distributor info at: Dept. MXA, P.O. Box 38, Meadow Vista, California 95722.



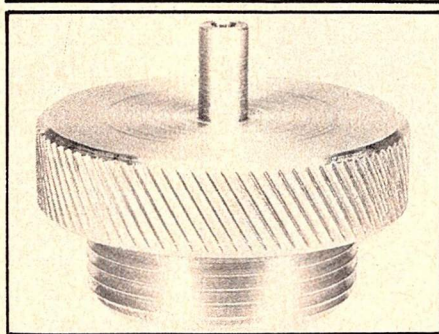
SIDEWAYS

The new Bultaco Astro for '76 is at your Bultaco dealer. If you get off on going sideways, this could be it for you. If you get off going sideways, that's another story.



FORK YOUR HONDA

TricKit fork damper kits from Number One Products are designed to give you Betor-style damping plus a travel increase. Kit No. H101 fits the Honda XL250 and 350, CR250 and MT250, all for \$29.95, list. Kit No. 102 does it up Spanish-style for the XL100, XL175, XL125; and Kit No. 103 puts the finishing touches on the XL125 (forward axle), CR125 and MR175. Kits No. 102 and 103 retail for \$24.95. Furthermore, Kit No. 103 will also fit Kawasaki's KX, KS and KD125s. See your dealer.



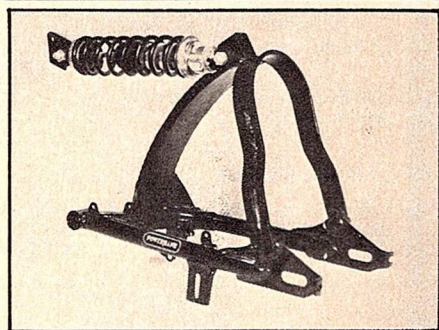
TIGHT

From DG Performance Specialties, those great guys who brought you the new Yamaha racing team, comes this aluminum gas cap for the MX and YZ Yamahas. Will not strip out or break, and it only costs \$7.95. Get yours from DG Performance Specialties, Dept. MXA, 5552 E. La Palma Ave., Anaheim, California 92806; (714) 996-4430.



MASS MIKUNI

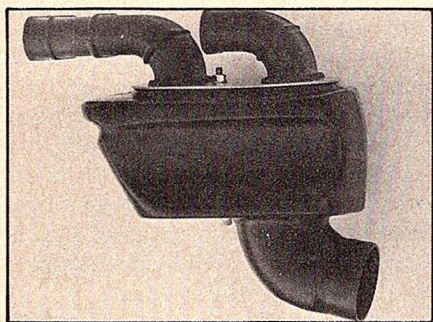
It's the new Mikuni carb "Shop Saver" parts kit, designed for the serious racer, dealer or equipment freak. Three kits are currently available: a Shop Tuning kit, containing a Jetting Kit and all parts necessary for fine-tuning Mikunis; a Jetting Kit with an extensive assortment of both main and pilot jets; and a "Shop Saver" master kit containing all of the parts in both the other kits, plus an extensive assortment of parts for the complete service and repair of Mikuni carburetors. Jetting Kit comes in a plastic box with dividers, while the other kits are packaged in their own toolboxes. Each kit comes complete with shop service and parts manual. For more information contact Palace Motor Corp., Dept. MXA, 110 East Avenue, Hackettstown, New Jersey 07840; (201) 852-1717.



MINI MONO

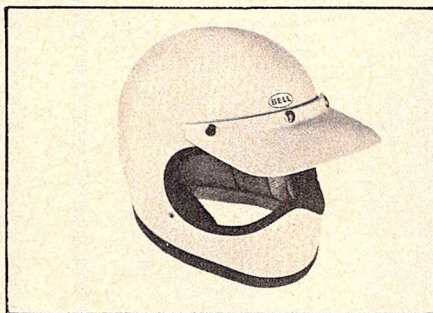
Powerband of Virginia introduces the Mini Monoshock conversion swingarm for XR75s and Yamaha YZ80s — both "B" and "C" models. Hi, fellows. It provides up to five inches of rear wheel travel, and involves slight modifications like relocating the air box and welding of the forward shock mount. Unit

includes shock and spring and sells for \$139. Powerband of Virginia, Dept. MXA, 1911 Hunters Trail, Norfolk, Virginia 23518; (804) 853-0958. We hope that's an air or gas shock they're using. You'd better check.



DIVE, DIVE

Al "Captain Nemo" Baker has designed this new ultra-waterproof air box for the Honda CR125 and MR175 bikes. Al says the unit allows you to submerge your bike to the seat base without taking in water, if you're into that sort of thing. Al is. The unit has been airflowed for 30, 32 and 34mm carbs. Included are K&N filter, rubber carb tube and special mounting hardware for the CR125. Costs \$59.95 plus shipping. Contact Al Baker, Dept. MXA, 15174 Raymer St., Van Nuys, California 91405; (213) 997-7055. Ask for Al's free illustrated brochure. Smoke his tobacco. Eat his chicken.



A STAR IS BORN

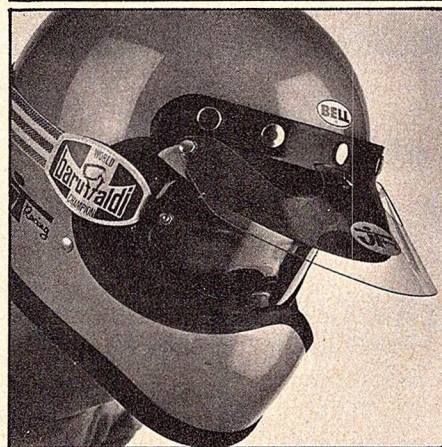
If you happened to be in Europe or on the first half of the Trans-AMA, you saw it on DeCoster. If you happened to be in Baja, you saw it on Miller. It's the first full-coverage helmet designed specifically for motocross and off-road, and it's mighty fine. Comes complete with duckbill visor, and can be used with most popular goggles. The Motostar comes in sizes from 6-3/4 to 7-7/8, and meets more safety standards than you've ever heard of. Available in white or yellow at Bell Helmet dealers for 'round about \$69.75. Tell them the Masked Marvel sent you.



INTENSE SELL

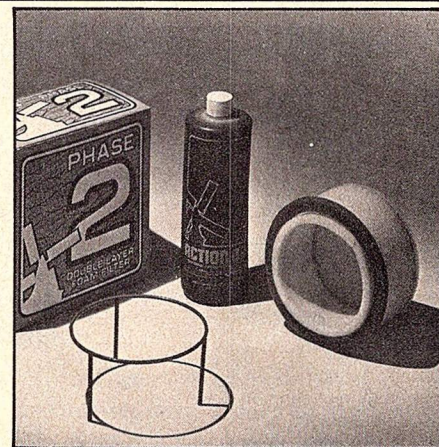
Roger DeCoster World Champion goggles, at dealers everywhere. Put a

Number One on your helmet and confuse everyone.



MUD-O-CROSS

Yep, this is it, the all-new JT five-snap Mud-O-Cross Visor. With two extra snaps to keep the damn thing from falling off and to give it stability. A vertical slot at the center allows the visor to be adjusted, and a clear extension gives the rider all the advantages of a forward extension without obscuring his view — at least until the extension gets covered with mud. The JT Mud-O-Cross is fully vented to eliminate helmet lift, and comes in clear and smoke. Available through your dealer for about \$6.95, or order direct from JT Racing Imports, Dept. MXA, Bonita, California 92002.



PHASE 2 FOR RMs

Ever try to get a stock Suzuki filter to seal at the bottom? Ever try to get a seal to answer to the name "Suzi"? Well, it may not be impossible, but it's pretty close. JT Racing's new filter for the RM series consists of one dual-layered foam filter with the all-new external frame. The frame utilizes the lip on the filter to form a dust-proof seal without the use of heavy grease. Available through your favorite dealer, or send a buck for JT's new catalog and order direct. JT Racing Imports, Dept. MXA, 241 W. 35th St., Suite A, National City, California 92050; (714) 479-9696.

Cont'd. from page 13

but you've got to consider my situation as I'm writing this. As I said before, I just returned from the Parker race and I'm a little moody. I

had borrowed a motor home and used a friend's tow bar to attach my Toyota mini-truck to it. On the way to Parker I stopped at a Carl's to have a hamburger and when I came out of the restaurant two of my quick-fill gas cans were missing.

What makes it worse is that I had just filled them with gas and oil before going into the restaurant. Thirty bucks ripped off and I'd just begun my trip!

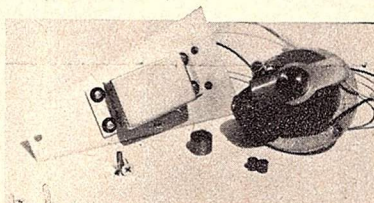
The tow bar slipped on the way and dinged my bumper and the splash pan of my mini-truck. During the race we spit a ring, costing us a bunch of rpm, and lost the race by 12 minutes. If that wasn't bad enough, while I was trying to make up time on Carl Cranke, who was leading, I hit a rock in the silt of a very rough section and went on my head while the front brake bracket and kill button switch disintegrated as the bike hit the ground.

I didn't notice at the time, but the handlebar caught me in the ribs when I went over. When I was loading up after the race I broke one of the ribs lifting a 200-pound Petty Tuff Box full of parts. Ouch! When I returned from Parker I walked into the office expecting all the work to be done. Instead I found the Buzzer in a cast up to his hip and that *Dirt Bike Magazine* had stolen my managing editor. All things considered, I'm lucky I still have my typewriter!

SUPER CDI SYSTEM

for XR-75s,
YZ-80s, MR-50s
& CR-125s

JUST \$175



IT'S NEW!
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Speed'n Sport CDI systems are shipped complete with coil, spark plug cover, mounting hardware and full instructions.

J&H

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Rush your CDI system. Check or Money order for \$175.00 enclosed.

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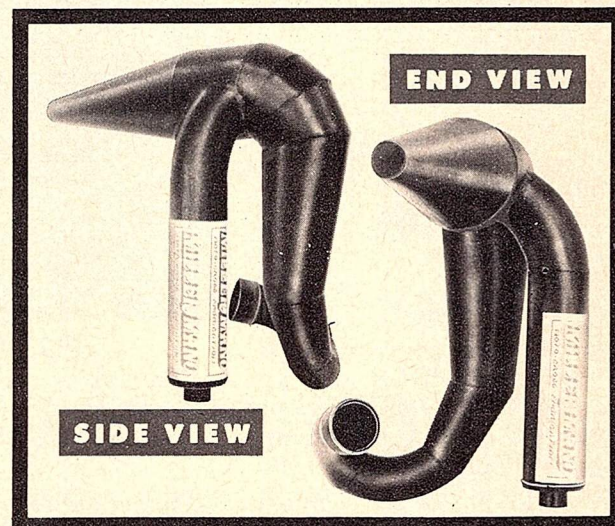
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DIFFERENT! Super quiet! new!
STRONG!
EFFICIENT! EXCLUSIVE!

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Complete with mounting hardware \$74.95
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Send \$2.00 for catalog and decals.

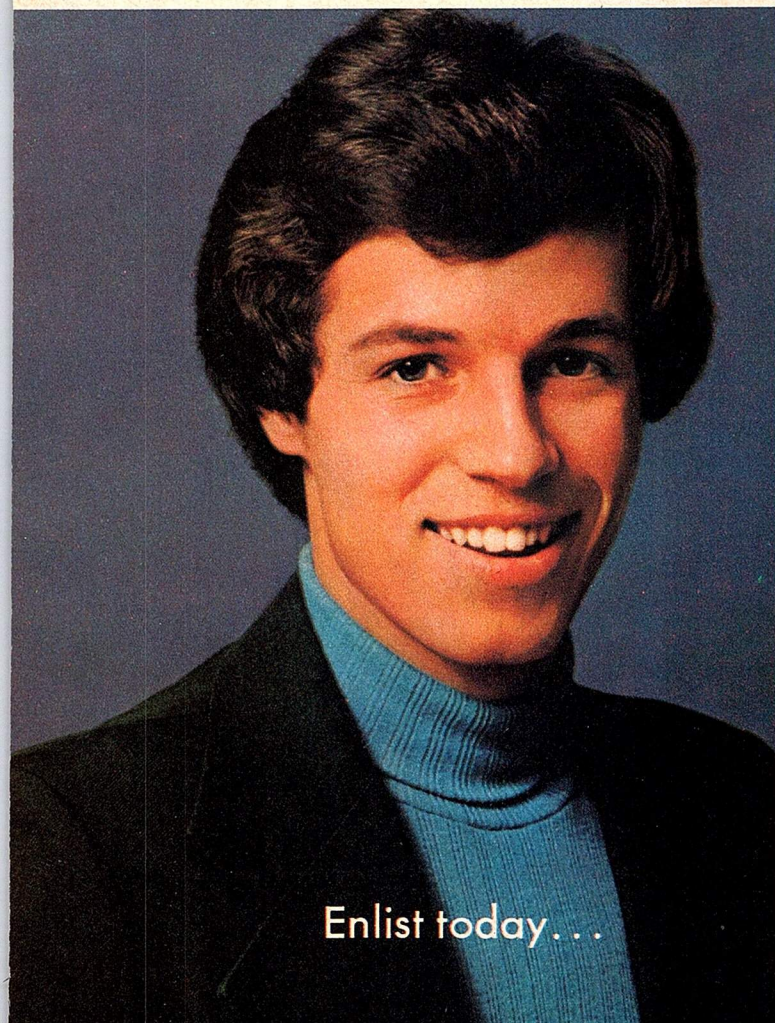
MX -5

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NAME _____
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ADDRESS _____

CITY _____ STATE _____ ZIP _____

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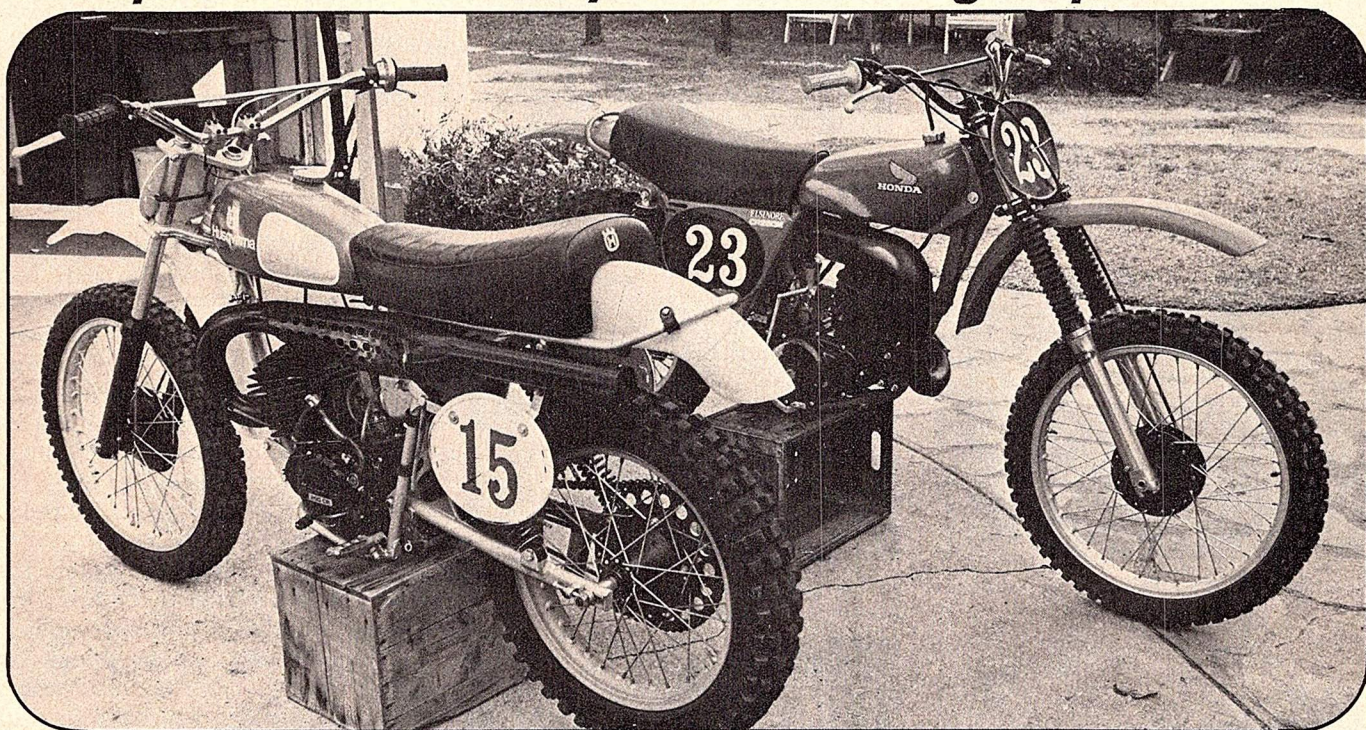




race test

A COMPARISON: HONDA CR250M & HUSQVARNA 250GPCR

Be honest with yourself. You can only get out of the sport as much as you are willing to put in



Buying and successfully owning a racing motorcycle requires the buyer/owner to be aware of his abilities and needs, and the racing motorcycle to nurture those abilities and meet those needs. Thus the prospective buyer must make his first decision not as to which among the "Japanese Four," the "Spanish Three," or the "European Three" he should choose, but rather a much more basic choice between a Japanese bike and a European bike. We have studied the Honda CR250M and the Husqvarna 250 GPCR to illustrate the basic choice.

Both bikes are the latest 1976 production models, the Husky being the one tested in last month's MXA

and the Honda being a red-framed factory replica with gas shocks we procured from American Honda for the purpose of this comparison. Aside from the fact that both are motocross bikes, they are further apart in design, execution and performance than even the expanse of earth separating Japan and Sweden would suggest. However, the abilities and needs of the participant motocrosser vary more widely.

Economically, the bikes fall into entirely different categories. The Honda retails for a reasonable \$1325 and the Husqvarna for a whopping \$1795. But it's what you get for your dollar, not how many of them you

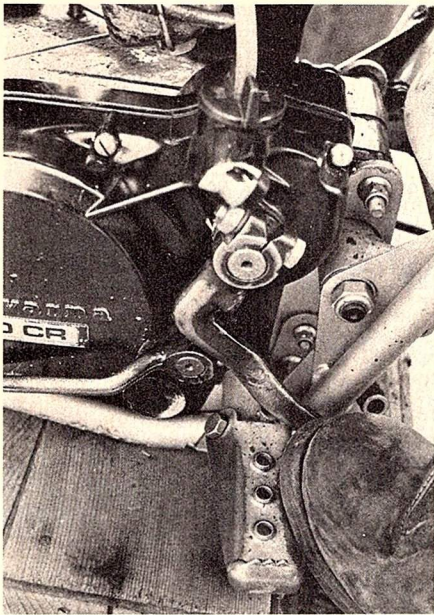
spend. For \$470 more, is the Husky worth the difference? That's what we want to find out.

Simply stated, the Husqvarna does just about everything better than the Honda. For the \$470 you get longer travel, smoother working suspension, a faster engine that sustains a longer drive through each gear, a sturdier frame and swingarm that provides a more stable platform for fast, precise movement over rough terrain and 18 pounds less weight to carry through a long moto.

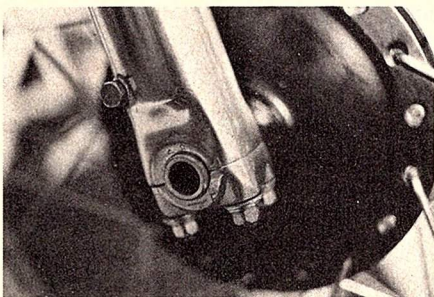
The Husqvarna is, however, not without its flaws. As we mentioned last month, the spoke nipples are of

Continued

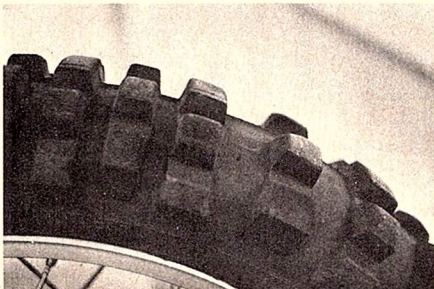
A COMPARISON: HONDA CR250M & HUSQVARNA 250GPCR



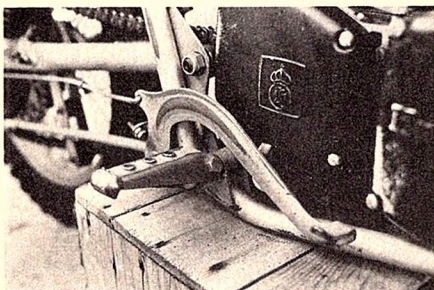
Husqvarna kickstarter slams into shift shaft, causing damage to case.



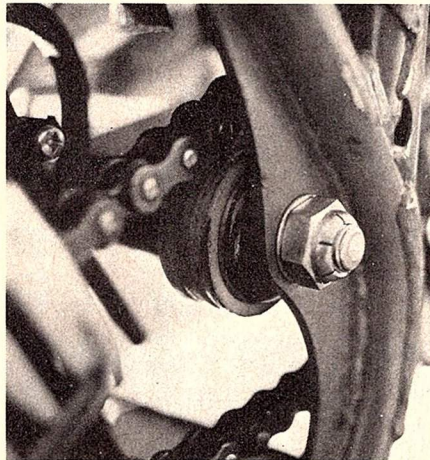
The Honda front axle bent after one race.



The Honda has a trick tire.



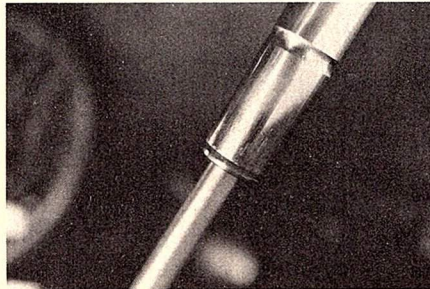
Many steel parts on the Husky can be replaced by alloy to save weight.



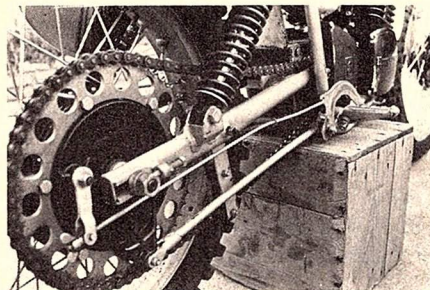
Honda has a trick chain roller that protects the swingarm. Husky's swingarm is unprotected and gouged by the chain.



Honda pipe burns right knee, Husky pipe is untouchable.



Plating stripped off Honda fork tube.



Husky floating brake is superior in the rear, Honda brake is better up front.

very poor quality and don't stand up to fast competition and regular maintenance. In order to get at the carburetor for jetting changes, the pipe and the air box must be removed. This is a quick and simple procedure for the seasoned Husky owner, but it still complicates the job of systematic tuning.

The fork clamps on the Husky offset the forks too far from the steering axis. Although this gives good straight line stability, it makes the Husky suffer some going for the inside line. To get it to respond to the handlebars you really have to pounce on it; slide way up on the gas tank, lay it over hard and use a lot of throttle.

The Honda, on the other hand, is a much easier bike to ride. With half the effort it will turn inside the Husky. Once there, the powerful mid-range Honda will snap it away more quickly, perhaps gaining a half length on the Husky out of a second gear turn. The Honda's mid-range power and quick inside turning give it a distinct advantage on a tight, twisty circuit.

Given room to fly, however, the Husky will wheelie away from the Honda. Honda's piston port powerplant just doesn't have enough on top to stay with the reed valve Husky. Ironically, you have to shift the five-speed Honda *more* than the six-speed Husky to stay on the pipe. Holding the Honda on too long finds a nagging dead spot at the high end of the rpm scale. The Husky, on the other hand, keeps spinning faster and faster up to road race velocities in top gear.

The Honda's ease of riding is due partly to its rider positioning. The seat is flat but padded more toward the front so it can slope down into the tank when you sit on it. The alloy fuel tank starts low at the seat juncture and rises to the fork crown. This provides a cradle so the rider can sit "into" the bike and thus gain more rapport with his machine *when he's seated*.

Cont'd. on page 24

FORK KITS AND SHOCKS: LEARN TO LOVE THE HONDA


Honda's weak link is positively its suspension. The gas-filled shock absorbers are poorly executed and bottom severely. The front forks have single-rate valving and decelerate too quickly under high shock loads, a phenomenon called "hydraulic lock-up." The two systems combined make for very poor rider comfort and control when moving fast over rough ground.

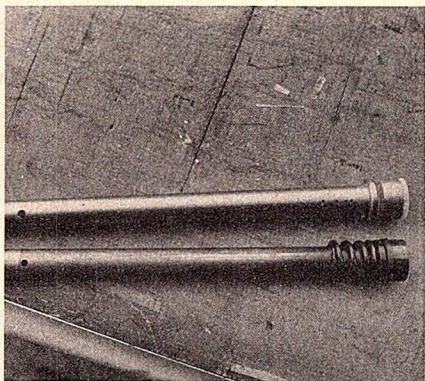
Two manufacturers have come up with products that will vastly improve the Honda's performance. Al Baker Racing and Development, working with American Honda and S&W, has perfected a deluxe fork kit that utilizes a tapered damping rod, a high-pressure release valve, a hydraulic return shut-off and a quality S&W spring to give the standard Honda forks smooth, progressive damping, more consistent spring rates and

eight inches of travel. This kit is very simple to install, works extremely well (well enough to be used on Marty Smith's Trans-AMA Honda), and we recommend it highly.

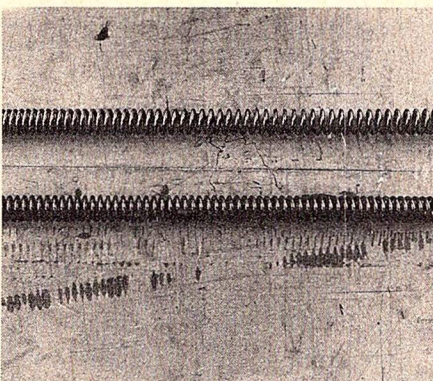
The Al Baker fork kit raises the Honda front end about an inch, which upsets the geometry and must be compensated for by raising the rear an inch also. This can be done using longer shocks. On the recommendation of Honda Racing and Al Baker R&D, we installed a used set of Works Performance shock absorbers borrowed from Jeff Blix of Al Baker R&D. It raised the rear the required inch and provided a balancing eight inches of travel. They worked exceptionally well. Many riders felt they were the best shocks they've ever tried. The secret seems to be in a staged valving system that instantly adjusts the damping to the severity

of the terrain. They require very light springs, and are much lighter weight than the stock Honda shocks. Gill Vaillancourt of Works Performance Products tells us that his shocks are built for the average rider, but can be adjusted to suit the needs of the individual right at the plant free of charge. They are guaranteed three months and can be reconditioned for \$8 plus parts.

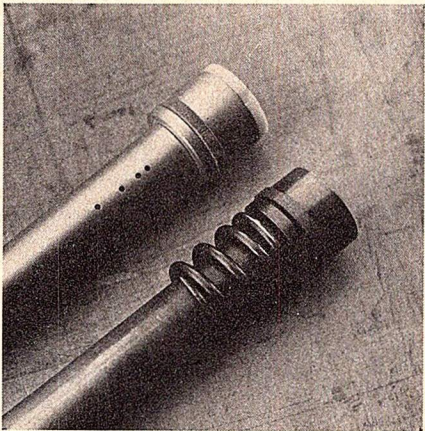
The S&W fork kit and springs cost \$59.50 complete and are available from Al Baker Racing and Development, 15174 Raymer St., Van Nuys, California 91405; (213) 997-7055. The Works Performance shocks cost \$114.50 a pair complete with springs from Works Performance Products, 20970 Knapp St., Chatsworth, California 91311; (213) 998-1977. California residents must remember the six percent tax that pays the politicians' salaries. 



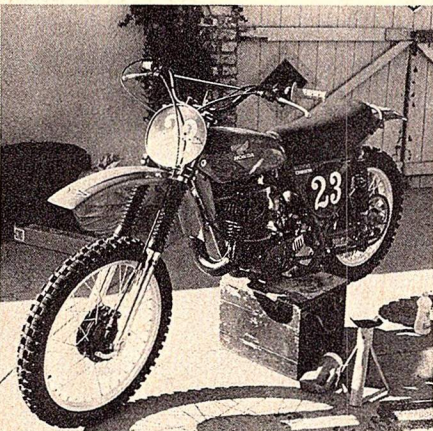
Al Baker damping rod (top) is longer for a little more travel and tapered to provide progressive action.



S&W spring (top) is more resistant to fatigue and is longer to compensate for more travel.



The Al Baker kit (top) uses a hydraulic shut-off to prevent topping out. This gives an inch more travel over the stock rod, which uses a spring.



We included a set of fork boots to finish off our fork conversion. They really keep the dirt away from the seals and are only \$7.95 from Al Baker R&D.



Jeff Blix of Al Baker R&D turned us on to these Works Performance shocks. They are the best we've ever tested.

Husqvarna approaches this with a different philosophy. Their saddle is more level and very firm. It moves into the alloy fuel tank smoothly and the tank maintains the seat contour all the way to the steering head. When seated, the rider is more *on top* of the bike. He is able to move to and fro more quickly, but he has less contact with the balance of the bike. Only by *standing* on the pegs can the rider really tune into the workings of the Husky chassis. This, of course, follows Husqvarna's ideal of correct motocross without compromise.

Compromise, however, is what you pay \$1325 for when buying the Honda. Although the red-frame

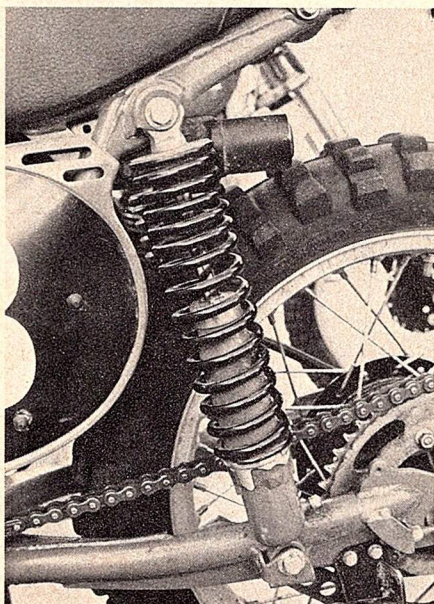
A COMPARISON: HONDA CR250M & HUSQVARNA 250GPCR

CR250 is an improved version of the high-pipe black-frame model, with more horsepower, a stronger gearbox, a better air filtering system and sturdier engine mounts, it still lacks sophistication in suspension. Single rate valving in the 6½-inch travel forks causes hydraulic lock-up over severe bumps. The new gas-filled Showa shock absorbers cantilevered

vertically on the swingarm are almost totally ineffective. Their design, standard inner cylinder with foot valve and small-diameter piston, is primitive and the valve work crude. Even though pressurized, they don't work upside down and the charging pressures are in excess of 150 psi, which means you'll need special equipment to service



Sometimes even fine Swedish steel breaks.



New gas shocks on the Honda are dead items.

SPECIFICATIONS

Make Husqvarna
Model 250 CR
Country of Manufacture Sweden
Retail Price N/A

Make Honda
Model CR250MI Elsinore
Country of Manufacture Japan
Retail Price \$1325

ENGINE

Type: Two-stroke, single-cylinder
reed valve
Bore & Stroke 69.5mm x 64.5mm
Displacement 245cc
Compression Ratio 12.3:1
Cylinder Iron sleeve, 5-port
Carburetion 36mm Bing
Ignition Motoplat CDI
Lubrication Pre-mix
Air Filter Foam

Type Two-stroke,
..... single-cylinder, piston-port
Bore & Stroke 70.0mm x 64.4mm
Displacement 248cc
Compression Ratio 7.2:1
Cylinder Iron sleeve, five-port
Carburetion 34mm Keihin
Ignition Rotor, points
Lubrication ... Pre-mix; Bel-Ray, 50:1
Air Filter Oiled foam

TRANSMISSION

Type Six-speed, constant mesh
Ratios: 24.0, 18.1, 14.4, 12.1, 10.2, 9.0
Primary Gear
Ratio 2.41
Drive Chain D.I.D 5/8x1/4

Type Five-speed, close ratio
Ratios ... 2.06, 1.57, 1.25, 1.04, 0.86:1
Primary Gear, 3.30:1
Drive Ratio 3.36 with 14/47 sprockets
Drive Chain 520 D.I.D G-type

SUSPENSION

Front:
Hydraulic forks, springs, inline axle
Rear:
Gas Girling shocks, springs,
forward laydown
Travel:
Front 7.5 inches
Rear 7.5 inches

Front Hydraulic sliders
Rear Hydraulic,
..... forward mount Showas
Travel:
Front 6.9 inches
Rear 6.4 inches

DIMENSIONS

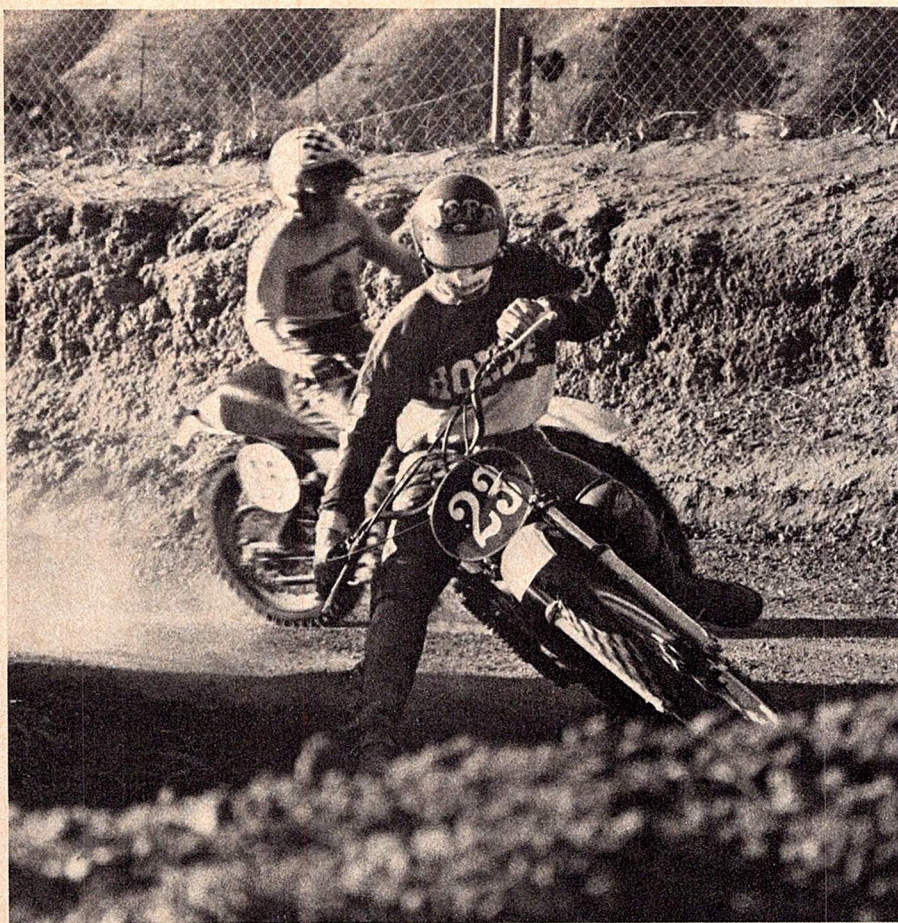
Wheelbase 56 inches
Weight Bias: 46% front, 54% rear
Track Weight 217 pounds

Wheelbase 56—58 inches
Weight Bias 45% front, 55% rear
Track Weight 223 pounds

CAPACITIES

Fuel 2.1 gallons
Transmission 1600cc
Forks 220cc

Fuel 1.8 gallons/6.8 liters
Transmission 937cc
Forks 190cc



them. As mounted, they only provide the rear wheel 5½ inches of travel, short by contemporary standards.

Riding the Honda fast over hard ground is like firing automatic shotguns with each hand and getting the bottoms of your feet pounded with sledge hammers. Even the smoothest tracks become mine fields, and our test riders reported blistered palms and unusual fatigue after racing the Honda.

Coping with the Honda requires extensive suspension modification (see sidebar) and porting work to bring it up to power. Then the other major Honda shortcoming becomes apparent. Honda, like most Japanese bike manufacturers, uses a low-grade moly steel in its frames, swingarms and other components. One Honda engineer calls it, "Jap-mory." Not so good as "American-mory." Nor even close to the aircraft quality Swedish steel that goes into the Husqvarna. The difference in performance is handling stability. The Honda wanders on the straights, hops from rut to rut in the fast turns, wobbles landing from

Continued

NEW! STRONGER!

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Quality forged from extruded bar stock to provide dense grain flow without adding weight. The "FMX" is the strongest, lightest piston available.

Top "L" Super-Strength ductile iron moly-faced ring is strong and lightweight, to overcome the tendency of flutter at high rpms. It's thin in cross-section for excellent gas pressure loading and outstanding seal.

Dense vertical grain structure assures greater operating strength at high temperatures.

Lower, moly-faced ductile iron, low tension SuperStrength ring provides an excellent seal, and reacts quickly to combustion pressure to reduce blow-by and to increase power.

Forged from high silicone alloy for minimum expansion, greater piston skirt control and maximum power.

Special ground finish reduces drag and further increases piston life.

Elliptically designed to provide a more uniform bearing surface under piston heat expansion. This eliminates localized pressure and distributes thrust loads more evenly, thereby preventing piston collapse.

Designed to provide the best possible path for combustion chamber heat transfer to the cylinder walls.



**“You don’t just pick up a skill
in the Army. You’re trained in it.
And you’re trained to respect it.”**



"The first thing you learn about your job is how important it is. How it fits in. And how many other people will depend on what you know. The Army's serious about your job — and it makes you serious too."

Neil Cheney is a Wheeled Vehicle Mechanic at Fort Lewis, Washington.

"I wanted to work on diesels. Back home, there aren't many places where you can do that. And the way I would've learned — hanging around a good mechanic, picking it up — that's okay, but not as fast as I'm learning now. The Army starts you off with school. You learn the fundamentals. My instructors were good, always coming right to the point about how something works. As for on the job experience, one look at a motor pool will tell you the Army has enough of that for everybody."

If you enlist in the Army, and if you qualify, you'll have over 200 job training courses to choose from. You'll get first rate instruction, and practical experience. You'll also get good pay, 30 days paid vacation each year, and opportunities to travel, and to continue your education.

"When my brother asked me what he could do in the Army, I said, 'What do you want to do?' He said, 'I like carpentry.' Well, he's a carpenter in Germany now. In the Army."



SP/4 Neil Cheney,
9th Infantry Division,
Fort Lewis, Washington.

**Join the people
who've joined the Army.**

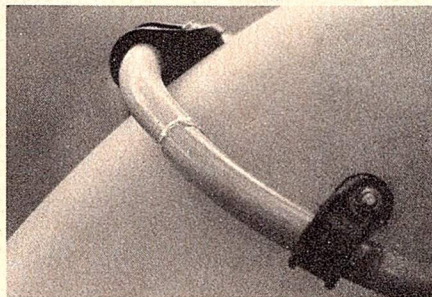
For more information about job opportunities in today's Army, send the postcard, or call 800-523-5000 toll free. In Pa., call 800-362-5696.

A COMPARISON: HONDA CR250M & HUSQVARNA 250GPCR



Honda steering stem bent like this after only two 15-minute motos. Made from low-grade Japanese moly steel.

jumps and does some hairy tank stops braking over rough ground. Softly speaking, the Honda chassis response is somewhat unpredictable. Even with suspension corrections the swingarm still twists noticeably. This makes the tail snap from side to



Rear subframe tubes on our test Husky didn't line up.

side under acceleration. With reference to last month's test, the tracking precision and response of the Husqvarna is impeccable.

Quality also means longevity. In a grueling test of endurance we raced the Husky at Santa Maria's sandy hoop course, two 40-minute motos at Saddleback, two *days* of play riding in the Pismo Beach sand dunes, plus three or four test and photo sessions at Indian Dunes, *without a single failure*. After two 15-minute motos at Saddleback, the Honda suffered from a bent steering shaft, a bent front axle, a slightly misaligned swingarm and a missing engine mount bolt. Both bikes were meticulously maintained.

But the Honda can be made into an acceptably competitive race bike. The suspension changes noted in this test cost about \$200. Porting to gain the high rpm performance necessary, available at Al Baker Racing and other shops, costs around \$55. A pipe will run you \$70. Throw in another \$100 for miscellaneous chrome moly shafts, axles and locknuts and you've got yourself a boss racing machine.

But you've also made up the \$470 difference between it and the Husqvarna. More equally aligned, the two bikes can now be judged on their physical features.

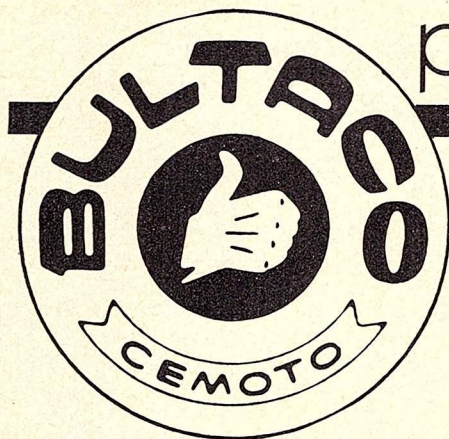
The Husqvarna has good grade control cables that come with lubrication nipples and can be kept in excellent condition with constant maintenance, but it seems the Honda cables require little or no maintenance to keep their precise feel. It's much easier to clutch the Honda than the Husky. The Honda front brake seems to be more responsive. The Husky floating rear brake works more smoothly than the cable-operated Honda brake. Jap-moly handlebars bend more easily on the Honda. Honda spokes and wheel assemblies stay together tighter and keep their true longer than the Husky items.

Both bikes are high-pipe models,

Cont'd. on page 61

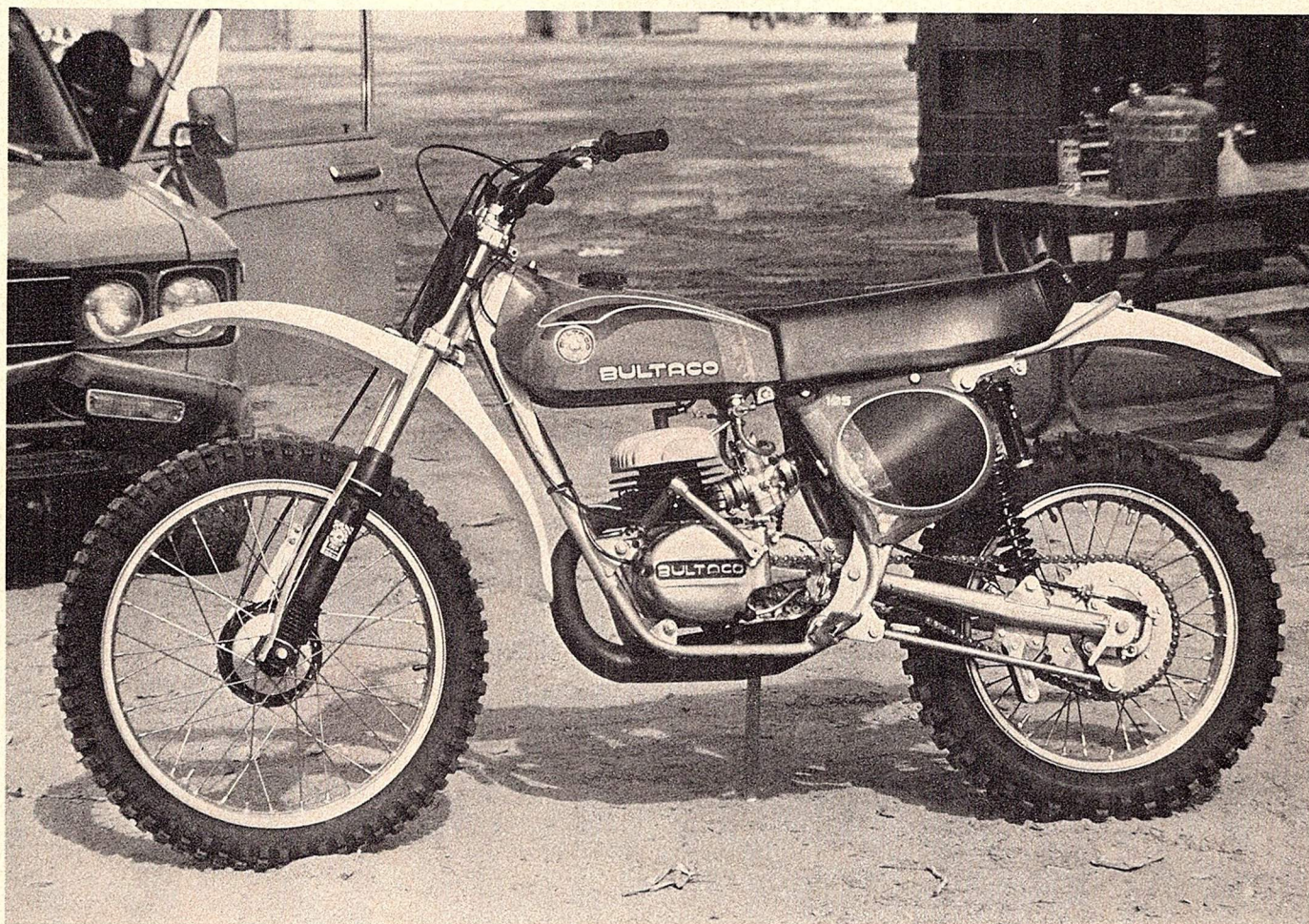







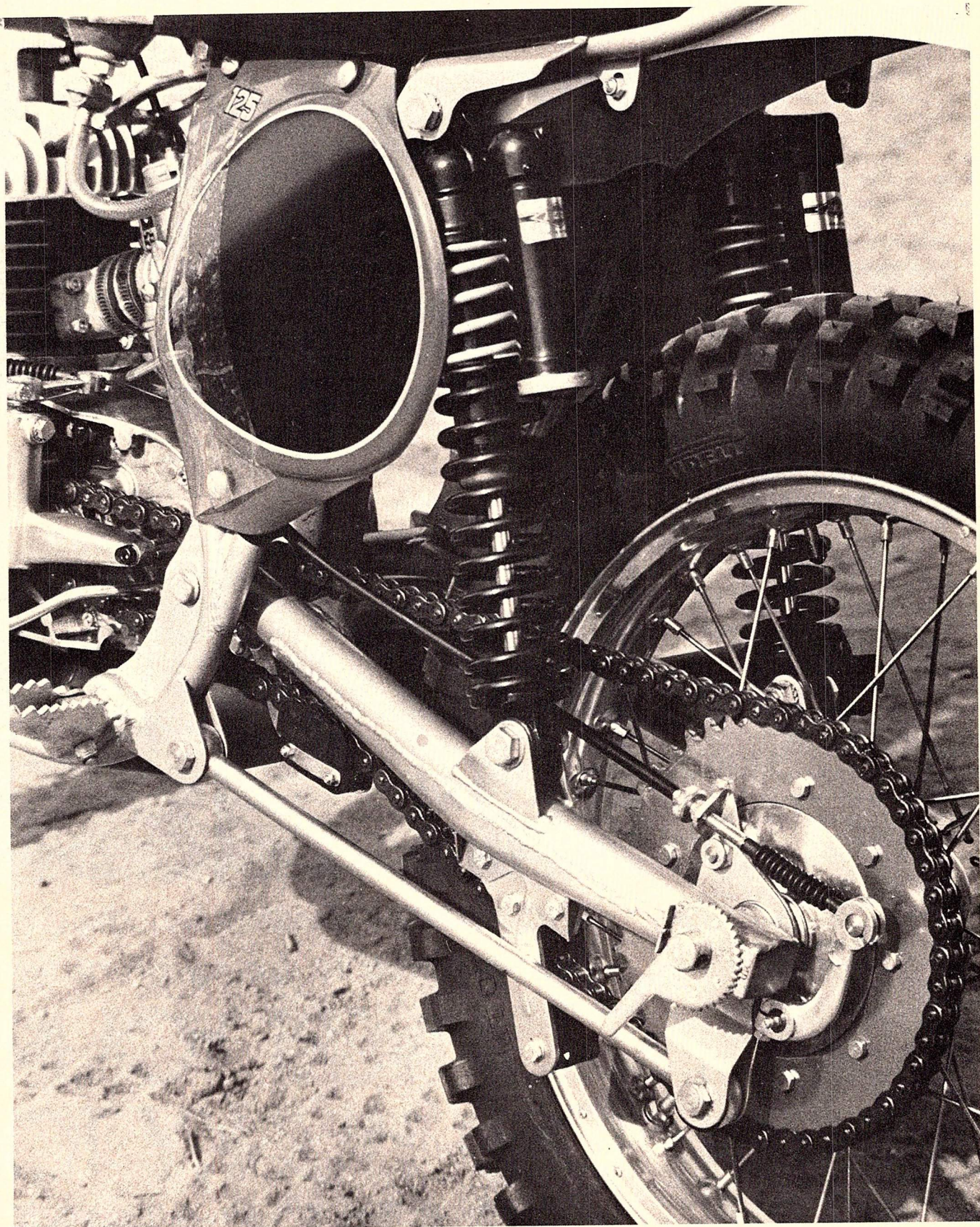
preview

Long travel rear suspension and a six-speed gearbox highlight Bultaco's biggest improvements ever



BULTACO 125 PURSANG

Cherry Stockton, our Bultaco Bulletette, showed up at a test session with her new race mount, the latest 125 Pursang from Bultaco. New features for 1976 include a six-speed close ratio gearbox, long travel Betor forks, Betor gas shocks with the top mount moved forward for more rear wheel travel, a floating rear brake setup, a chain tensor, added power by means of some porting changes and a redesigned exhaust pipe with a trick tapered head pipe, factory-style handlebar clamps, a quick-detach seat (hooray!) and a sexy new paint job. West coast Bultaco representative Mike Hannon has arranged for us to ride some of the new Pursangs along with Jim Pomeroy, still healing from the knee injury he sustained at the Puyallup Trans-AMA, and Marty Tripes at Rawhide Park. We'll have a report next month. 



H technical

By Dick Miller

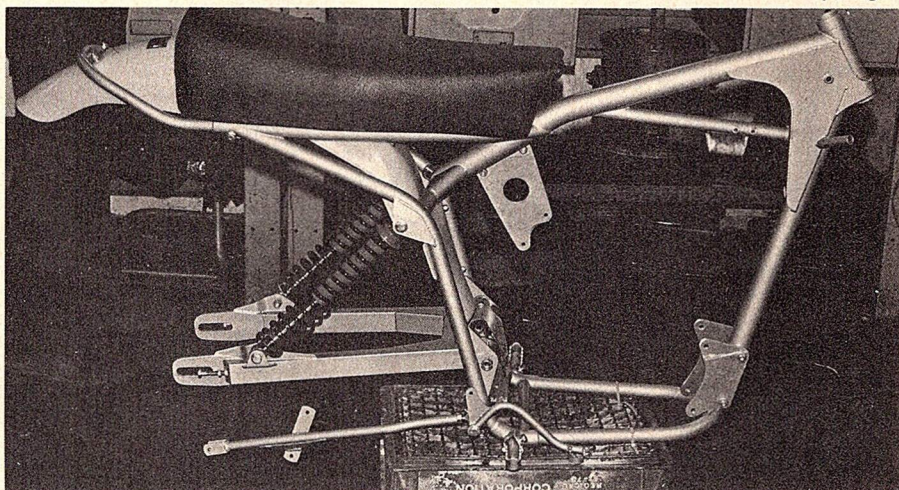
There must be umpteen thousand pre-GP Huskys out there in motocross land either rotting away in garages or relegated to who knows what fate. If you are the owner of one of these would-be relics, there are some alternatives to bring your antique (according to today's standards) up to present-day specs in the suspension department.

Phil Shipley of Mission Hills Motorcycles is the owner of one of the original Husky dealerships in the U.S. Like many previous racers who raced Triumph motorcycles before the influx of the lightweight two-stroke bike into the U.S. market, he picked the Husky because of the right side shifting procedure. Others chose the Bultaco. It took a long time for many of the old-time racers to make the transition from four-stroke to two-stroke and most of these racers narrowed their choice because of a reluctance to shift a bike on the left. At long last, a couple of years ago the industry was standardized and it became law that all motorcycles had to shift on the left and brake on the right in order to be sold in the U.S.

But now the problem is one of suspension, and to be competitive you have to update a bike that is more than a year old. In the case of the Husky, there have been very few changes from the basic frame design of the late '60s till the new GP design just released late last year. Therefore any frame or suspension mods would apply to just about every model. Even the old four-speed machines are still capable of beating the competition with a little work, making it worthwhile to invest some money and time to bring them up to current standards.

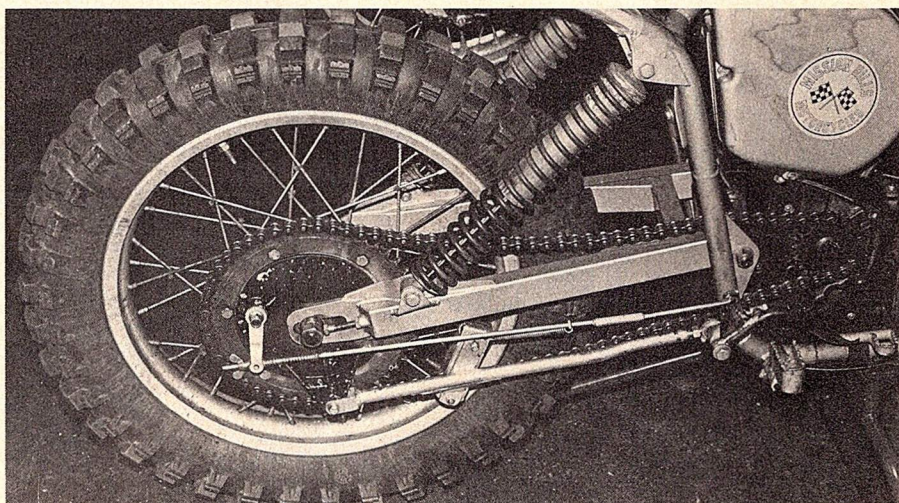
The present new GP Huskys have a completely different frame design for the laydown suspension they use, but this frame will not incorporate the older-style engines in its chassis. Phil has come up with several alternatives if you have an older Husky and want to bring the suspension up to present-day standards.

The Mission Hills GP Replica frame for use with all previous Husky engines and components is a beauty to behold. Welding of the chrome moly tubing is first-rate. What you see here is what you get.



Phil has been racing his prototype frame for several months with a five-speed 400 engine and said that his only problem was the location of the footpegs. They had purposely lowered

them in the prototype to facilitate removing the primary case cover which is a problem with the stock GP unit. All the kit frames have the correct footpeg height.

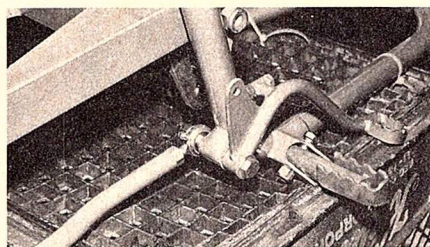


Old Huskys never die, they're just waiting to be rejuvenated

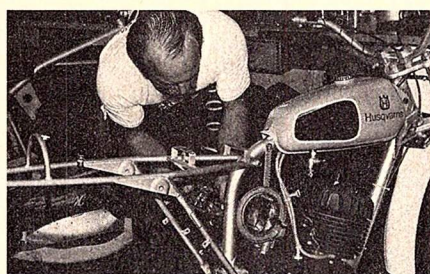
CONVERT YOUR OLD HUSKY TO GP STANDARDS



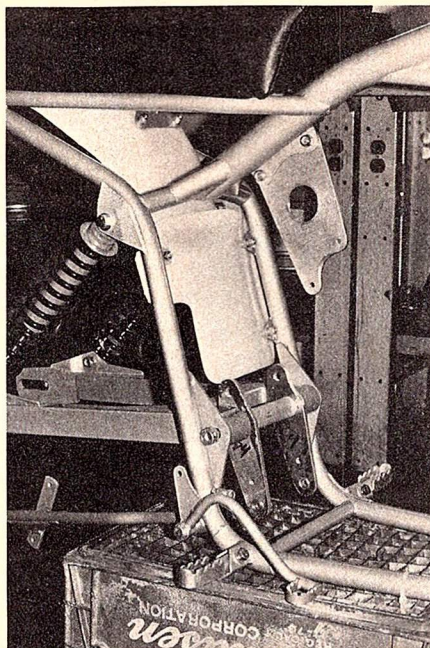
Phil feels the stock pipe with your engine (five-speed) is probably better than the GP pipe he's holding, and saves cutting the fins off the cylinder head. He'll include it for another \$50 if you want it.



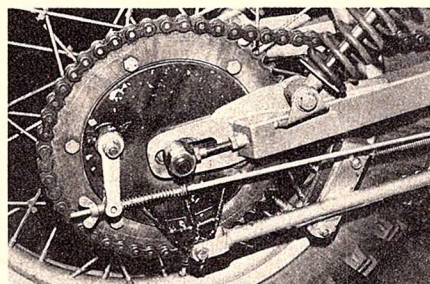
Brake stay arm incorporates a hyme joint where it attaches to the frame. Pegs are serrated and strong.



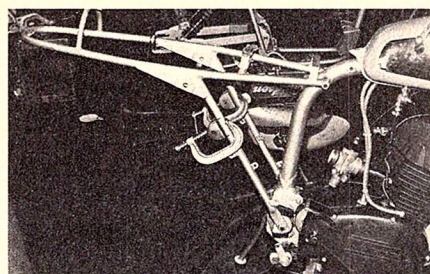
Phil removes the seat, swingarm, air cleaner and rear assembly for kit installation.



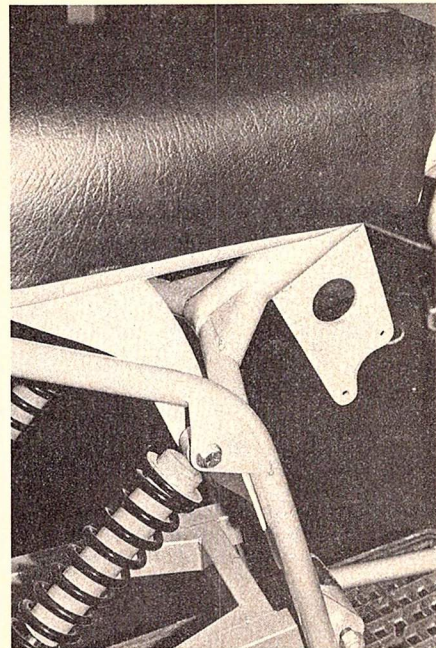
GP seat, fender and splash guard come with the kit, together with the engine plates needed for your particular conversion.



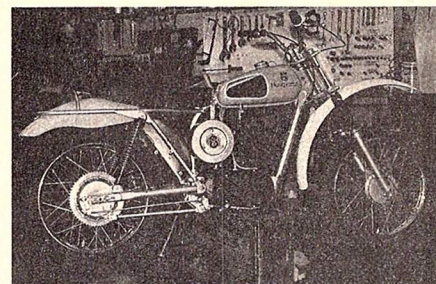
All stock components bolt right to the frame kit. Swingarm is of boxed chrome moly tubing which is the stock GP length but longer than previous Husqvarna swingarms.



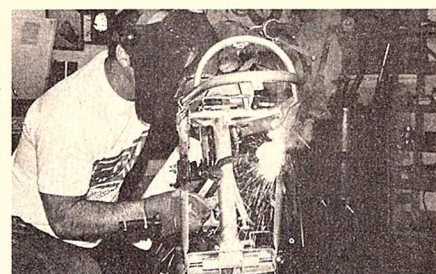
A locating jig will be included in the kit to line up the brackets for the top shock mounts. Their position has been predetermined and allows for adequate clearance using the 11.9 gas Girlings with the extended swingarm.



Excellent welding and lightweight gussets are better than stock.



This immaculate '67 Husqvarna is our conversion bike for the Mission Hills laydown kit. Believe it or not, but this scooter has beaucoup miles on it!



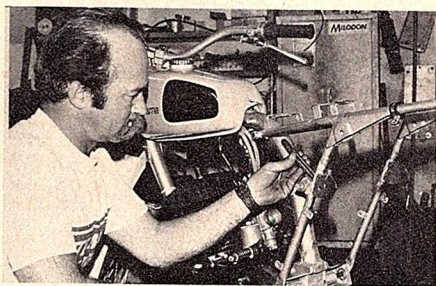
Make sure that whoever does your welding uses a heliarc or wire welder such as Phil is using in the photo. This prevents your frame from being weakened from excess heat.

If you've got the bucks and want to go top-drawer, then he'll sell you a complete new GP frame replica made of 4130 chrome moly which will take any pre-GP Husky engine as if it were made for it. The frame comes with the new GP seat, fenders and splash guard. The trick boxed

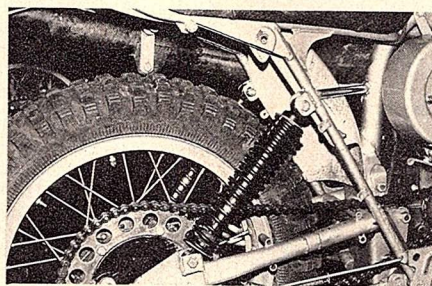
swingarm is set up with gas Girlings and a special rear axle and spacers. The brake stay arm is offset and has a hyme joint for frictionless floating brake action. The swingarm bearings, one of the stock Husky weak points, are of the sealed ball bearing type to correct the weakness.

The new-style crown bearings and races (caged ball bearing) are incorporated also. The fork stops are strong and have rubber stoppers. The GP pipe is not part of the kit, but for 50 bucks more you can have it. In Phil's opinion, the older-style stock pipe gives better torque and is

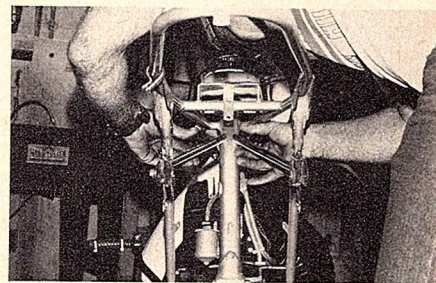
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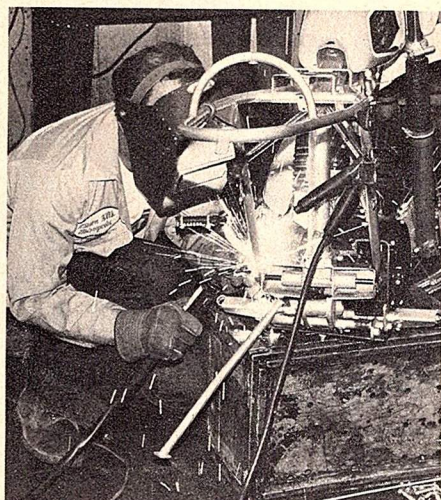
Once the brackets are in position, crossbraces are added which attach to the rear downtubes and angle the stress accordingly.



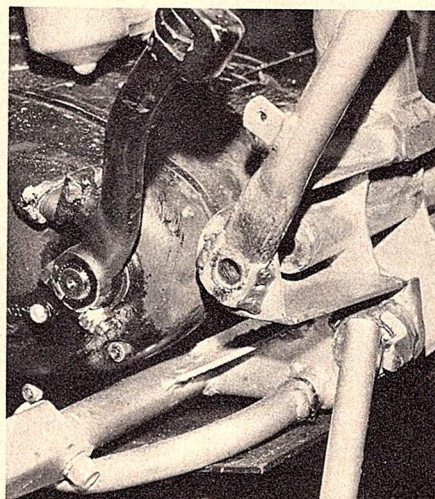
One of their first conversions shows that the crossbraces are more horizontal than our conversion, and although no problems developed it was felt the angle should be increased for added strength.



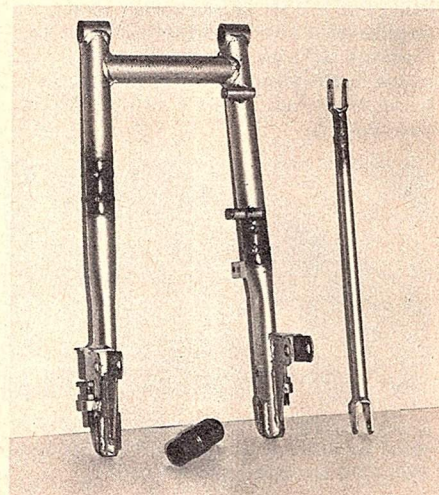
The braces should form a "V" just below the junction of the seat subframe.



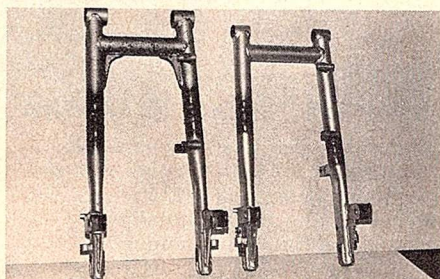
Once the crossbraces were welded, Phil made the two-piece '67 frame into a one-piece by welding the bolt-on sections together.



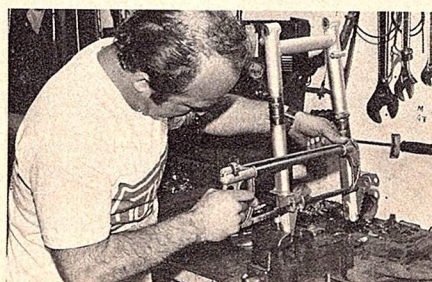
The swingarm bolt should be in position when tacking the subframe in order for everything to go back together properly.



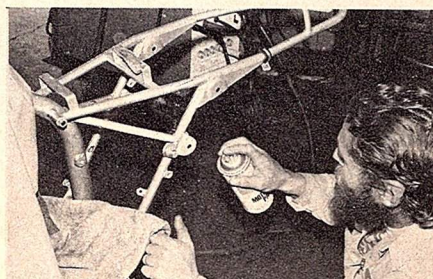
You have to send your swingarm, brake stay arm and brake rod to Mission Hills for its modifications because the price is determined on an exchange basis. Notice that extension bushings are heavy-duty inserts and give added strength to the swingarm instead of weakening it.



On the left is a later Husky arm that's been modified, while on its right is the arm being used for the '67 Husky in our conversion.



Once the arm has been lengthened, using a jig for alignment, the shock mounts have to be lowered one inch and redrilled. In the case of the '67 two-piece frame arm it also is necessary to box it like the later arms, which come that way in the stock form.



Karl Krohn, of sidehack racing fame, touches up the final results with Lubritech's Honda Cloud Silver Motorcycle paint which matches the Husky color perfectly.



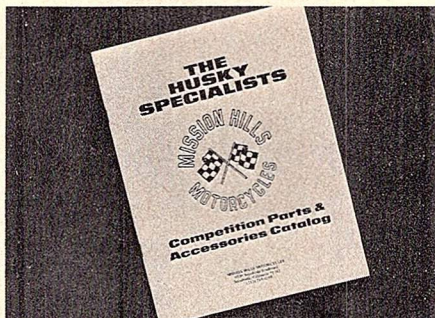
We had to put a slight ding in the pipe for clearance of the left crossbrace for the '67 model.

With everything bolted back in place and the addition of the gas Girlings you have over seven inches of travel at the rear. The shocks come with the long springs and use the medium damping. Check next month on what to do to your forks to match the rear's increased travel.

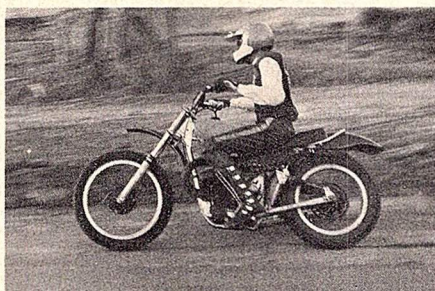
lighter, and besides, you won't have to cut the fins on the cylinder head to make it fit as you would for the GP pipe. The style and year of your engine will determine which of the aircraft alloy brackets will be needed for your conversion. There is a special bracket for the air cleaner assembly. How much is it? It's not cheap, but then nothing of quality is anymore. The whole conversion kit will cost you \$695. You supply the wheels, forks, engine, tank and anything else that wasn't mentioned above. The kit less gas Girlings is \$645.

If money is your problem, there is a cheaper course of action. Mission Hills Motorcycles has a laydown kit that can be used to modify your present pre-GP Husky. You can either purchase the kit and have it welded by your favorite dealer or welder or you can send the stripped frame to Mission Hills and they'll do it for you. I caution you to make sure a competent welder does the necessary work using either heliarc or wire welding procedures. All Huskys have chrome moly frames.

This kit includes a modified swingarm (exchanged for yours), brake stay arm and brake rod (exchanged), brackets and braces for the top mounts, and will cost \$79.95 plus shipping. If you want the gas Girlings included, the total will be



For one buck Phil will send you his Husky goodie catalog.

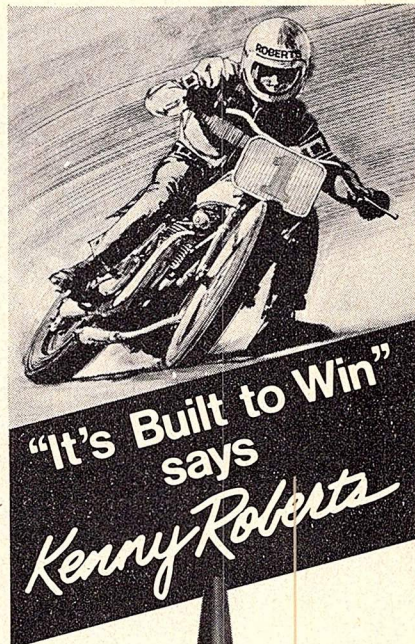


Check out this guy's swingarm position and Mickey Mouse laydown setup which we spied while out testing. He bottomed his engine in a hard turn and dug trenches all around the track. Not the hot setup.

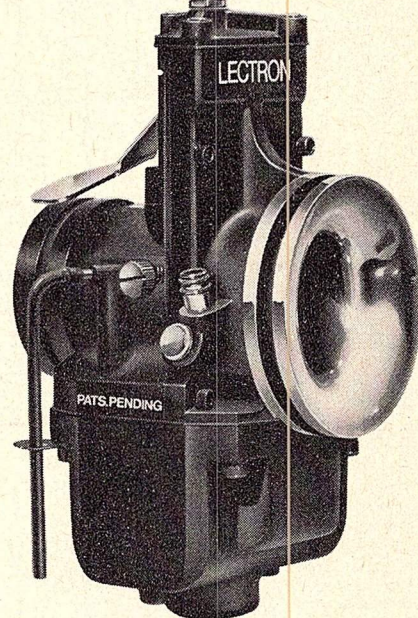
\$164.95 plus shipping. By sending your frame and swingarm they'll do the mods and return it for \$199.95, which includes the shocks also.

In order to show you the top kit procedure we used an immaculate 1967 250 Husky which utilized the old two-piece frame. The same procedure would apply with any pre-GP Husky with the only variations to be determined by the different swingarms used on the early models prior to 1969 up to the present models without the laydown suspension.

Another item to consider if you decide to update your suspension is the forks. The Mission Hills frame modifications will give you over seven inches of rear wheel travel, which will be more than any stock Husky front fork travel. Phil has several fork kits to update your front end, and we will show you these kits in the next issue. Some of the factory riders use part of Phil's kit and use the old-style stanchions which are stronger. Fork travel will be increased one inch for a total of seven and a half inches on the silver leg forks and eight inches on the black leg type utilizing the stock spring. More information can be had by writing Phil at his Mission Hills shop: Mission Hills Motorcycles, 8730 Sepulveda Blvd., Sepulveda, California 91343; (213) 785-4289.



Patent Pending

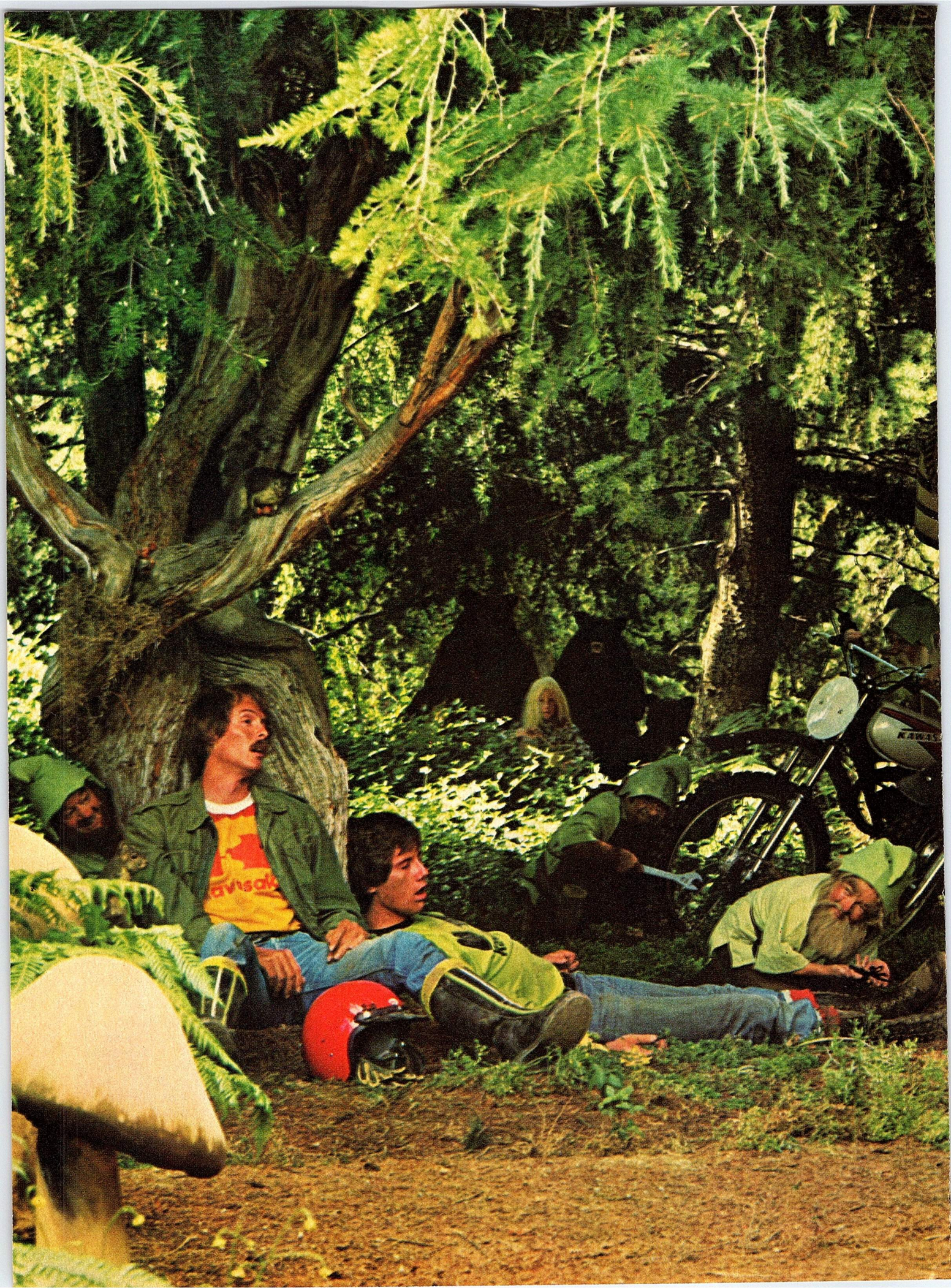


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GREAT LIARS come and go, but Larry's the best I've ever known. Only Larry will tell you with a straight face about a downhill wheelie. And nobody has more spectacular "I - was - goin' - over-the-500-foot-cliff-but-I-saved-it" kinda stories. But last week he did a number on me that I gotta admit was damned near genius for imagination.

Maybe what inspired him was our new Kawasaki dirt bikes. Mine's the KD-125. He got the KD175. They're strictly off-road, hard-core play bikes for dirt freaks like us. Mine has a 6-speed trans, his has a 5. They have a rotary valve engine, self-cleaning alloy rims, full knobbies, plastic fenders, a washable air cleaner element, cleated footpegs — the works. And they're dynamite. No lie.

Anyway, Saturday we were ridin' our tails off in this incredible woodsy place we never had been to before. And we just plain wore ourselves out. So we bagged it for an hour. At least I did. And all of a sudden Larry shakes me awake and does his number about what he just "saw." He even acted furious as hell when I told him to quit smokin' the ferns and go back to sleep. "I'm tellin' the truth!" he yelled. "Okay," I said, "but you forgot Goldilocks and the three bears. Where were they?" That really made him mad. Probably because he didn't think of it himself. The only thing I never figured out is where the yellow paint came from.

Kawasaki
lets the good times roll.

Good times include riding safely. We recommend wearing a helmet and eye protection, keeping lights on and checking local laws before you ride



Are you the oldest rider at a Jerkwater Track . . . ?

SWEDEN WANTS YOU FOR A FUTURE IN HIGH-CLASS MOTOCROSS!

Well, tolerate might be a better word

by Michael Jordan

photography by Anette and John Van Landingham



IJesus, it sure seems like these damn kids have put the wrap on Big Time motocross . . . got it nailed down and bleeding from every extremity. It's getting so you can't bear to read a goddamn race report if the ego-flushed little pimp in the photos is any younger than you are. A stroll through the pits at any motocross suggests that few people over the age of 22 are really *into* the sport — except magazine writers and editors of course, and everyone *knows* how warped those guys are

Yet, at 23, John Van Landingham has seized upon an alternative to the doomstruck existence of the aging motocrosser: he's going to Sweden. "I might be something in motocross

one day, but not here," he says wearily. "I missed my chance; I'm too old. I decided that if I was ever to race motorcycles, and be an ordinary dude, this is the wrong place. I can work in Sweden, be an average dummy, and race on high-class tracks. You don't have to be a Marty Smith or a DiStefano. With a little perseverance I could race on the Continent and make a living at it for a few years." Van Landingham grins for an instant. "Who knows? Adventure . . ."

Van Landingham has shuffled back and forth between the U.S.A. and Sweden for four years attempting to work out his commitment to motocross. Preparing recently for what he swears will be

his last emigration, John found himself sucked into a little loose talk about the Swedish motocross life.

The most significant aspect of Swedish motocross is its status as a legitimate recreational activity. Every locality with a motorsports club has a 'cross track built on public land. Plumbers, barbers, mechanics, factory workers and the like compose the bulk of 'cross racers, devoting a larger portion of their pay to the sport than American riders, and maintaining a commitment to 'cross well into their 30s. Swedish riders habitually achieve their greatest success as racers in their late 20s.

Sweden, John Van Landingham maintains, supports a whole cool world of rider camaraderie,

Continued

SWEDEN

clapped-out Mercedes diesel tow-cars plastered with Hallman and Eneqvist stickers, and loamy, high-speed tracks. And in Sweden the Motocross Dream is held out to everyone — not just the young whippersnappers who are idle, affluent and talented enough to spend a summer on the Trans-AMA.

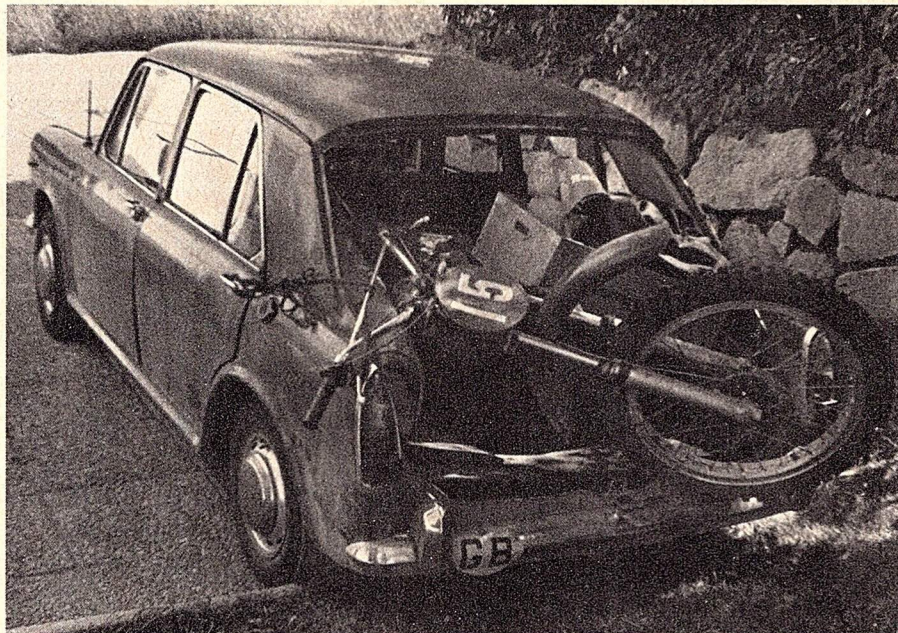
Local motorsports clubs provide the organization for Swedish motocross; even the Swedish GP round is a club event. Each 'cross club uses and maintains a track on public land, occasionally with the aid of heavy equipment provided by the city. Employing voluntary labor by its members, a club ordinarily holds two races a year. The rest of the calendar is open for practice and joy-riding. Because this arrangement doesn't exhaust the enthusiasm of the promoters, race meetings are conducted with a professional competence seldom seen in the U.S.A.

Through the 'cross clubs one also learns where to find the welders and machinists among the membership who perform the services we associate with anarcho-capitalists like the Flying Machine Factory or MagAlu R&D. The European motorcycle industry, at least as far as motocross is concerned, is pretty well limited to manufacturers and large distributors who provide mail-order parts and accessories through an efficient postal service. Innovation occurs on a crude do-it-yourself level that insures that the most successful riders will be obliged to be successful mechanics as well. As a result, most sponsorship arrangements rarely consist of much more than a small discount on a limited number of parts.

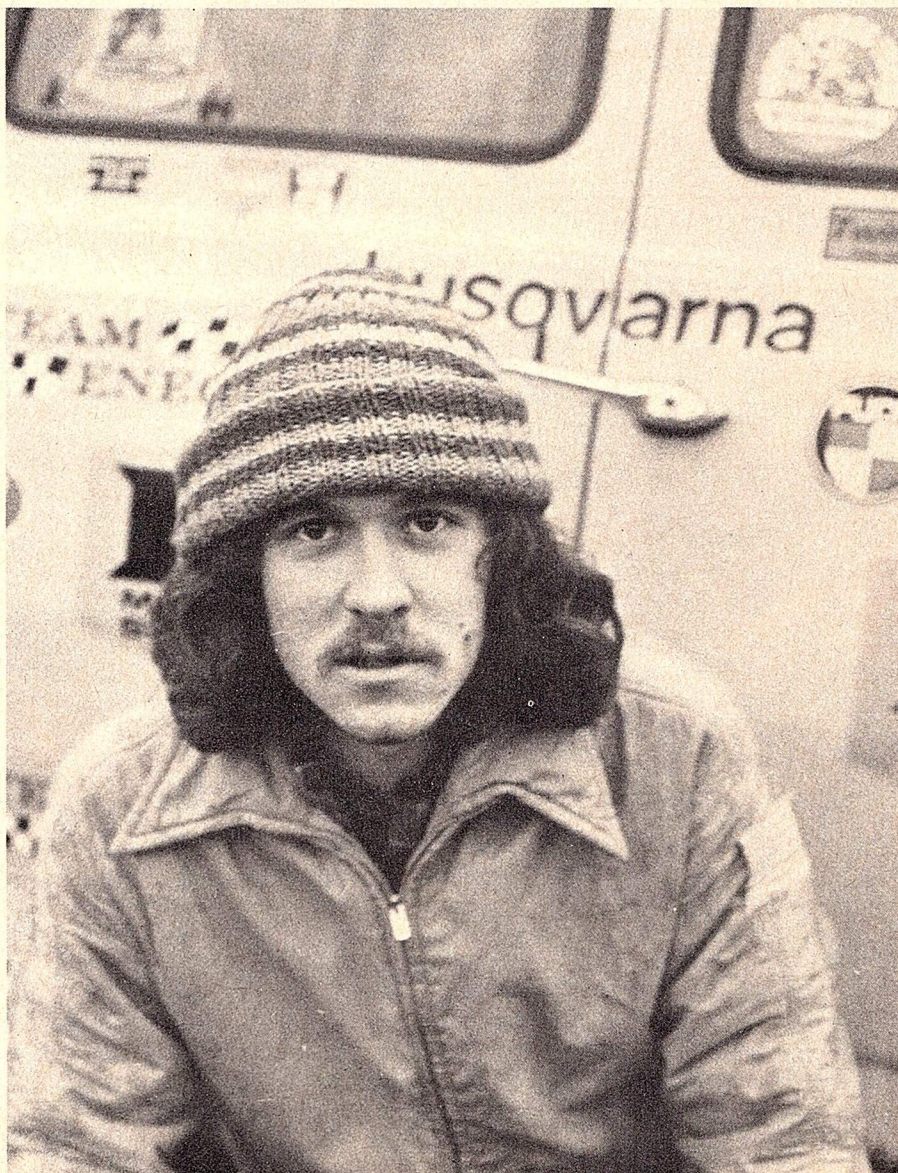
Upon obtaining a formal release from the AMA, most American riders would immediately be classified as "B" riders by the Swedish federation . . . a dumb Junior. A typical 250 Junior entry involves 90 riders divided into three qualifying heats. Only the top ten from each 20-25-minute, plus two laps, moto transfer to the final moto. Though Juniors compete for money, the payoff scale is very low.

To graduate to Senior or

The price of gasoline led to this bizarre tow-car.



John Van Landingham even married a Swedish girl who likes motocross.

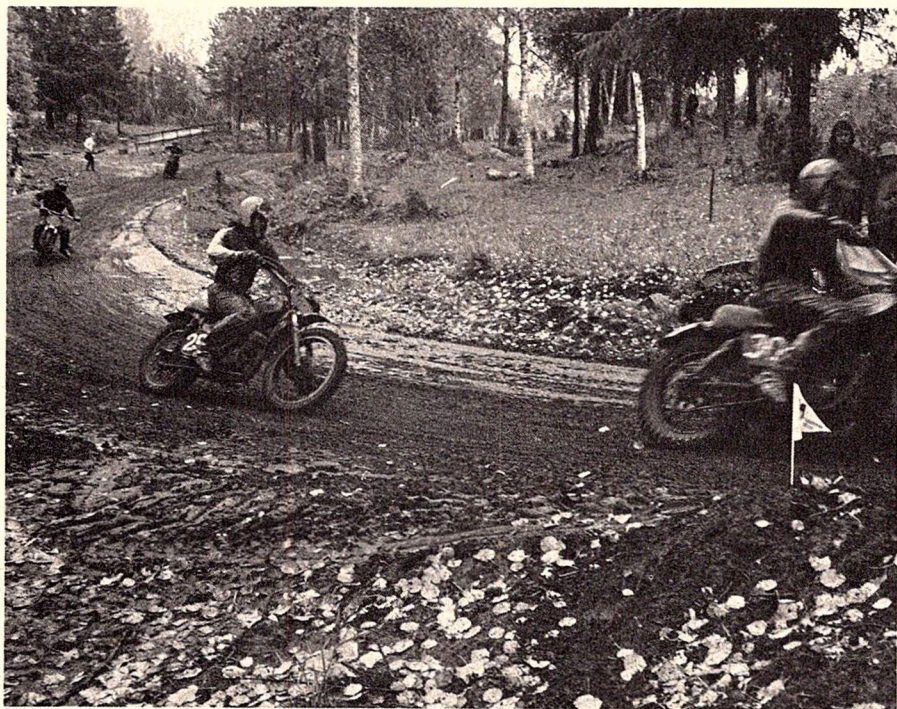


International class, a rider must accumulate 25 points. The points, however, are awarded on a 4, 3, 2, 1 scale in the final moto: you have to

beat a lot of people to graduate. Since labor is free and the spectators pay, entry fees amount to either five dollars or nothing at all.



A typical club race: PA system, bulldozers, flagmen and lots of spectators.



A country where you can live motocross . . . just like the pros.

The Swedish 'cross season runs from March to October. Throughout the country, approximately the size of California, perhaps ten events occur in a weekend; on both Saturdays and Sundays. Because the lower third of the country is the most populated, and has the most tracks, it is *very* possible to race two events per weekend *every* weekend.

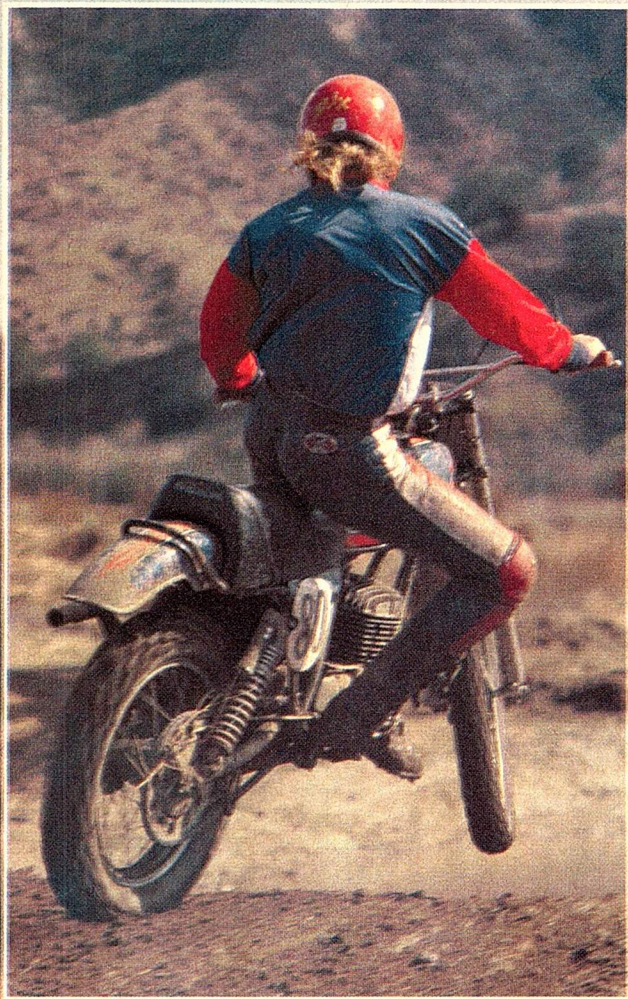
The tracks themselves provide the most vivid contrast to the U.S.A.: lap times in the high twos to low threes, accompanied by higher average speeds. Most tracks have at least two or three sections where you can get totally clicked out . . . top gear, tapped out, geared for 70. Surfaces vary all the way from sand to loam. Watering isn't common. The 20-inch yearly rainfall (a mild amount) means some races will be dust, some mud. Though the tracks have been in existence for many years, implying over-use, a club usually closes its track six weeks before an event to prepare the surface.

Motorcycles in Sweden, like everything else, are very expensive. Parts, however, are slightly less so. Few people ride 125s, and as a result not many events include a 125 race on their program. The bikes in a characteristic 250 Junior race include: 42 Huskys, 12 KTMs, 12 Maicos, ten Yamahas, ten Ossas, a few Bultacos and a scattering of CZs and Suzukis (with the introduction of the RM their number has undoubtedly increased). Hondas and Montesas are regarded as freaks.

An American could avoid the high initial cost of a new bike in Sweden by shipping his racer, parts and tools by boat. A crate this size goes for around 80 bucks — provided you pack it and deliver it to the dock yourself. It arrives in Sweden after 27 days. One could then sell his bike (after a year) in Sweden at the end of his stay — at their inflated prices — to help defray his expenses.

For emigration or a visit to Sweden, a passport can be obtained through your local post office. A residency permit must be acquired for stays longer than three months. It is imperative to do this here, through a Swedish Embassy, rather than to endure the hassles over financial responsibility with the Swedish police should you attempt

Cont'd. on page 71



A year and a half ago Ossa introduced an excellent motocross machine with certain drawbacks — the Phantom. Blessed with basic good handling and a superb power-to-weight ratio, the Phantom seemed a natural winner even in the context of the highly competitive 250 class. But while the package was mostly spot-on, there were problems. The bike's short swingarm, combined with an ultra-light front end and gouts of low and mid-range power, made it difficult to ride. Wheelies — voluntary or not — were an every-lap occurrence, and loop-outs weren't uncommon. There were problems involved in getting the bike into third gear and keeping it there. And the rear suspension of this all - new - from - the - rims - up motorcycle was conventional, just when long travel suspension (LTS) systems were making their first big impact on the mass motocross market. Complicating matters, Ossa had opted to use a solid stock aluminum swingarm which was light and efficient, but virtually

unalterable. The difficulties involved in proficiently welding aluminum made it certain that most Phantom owners would not be able to alter their bikes to the more desirable LTS setup.

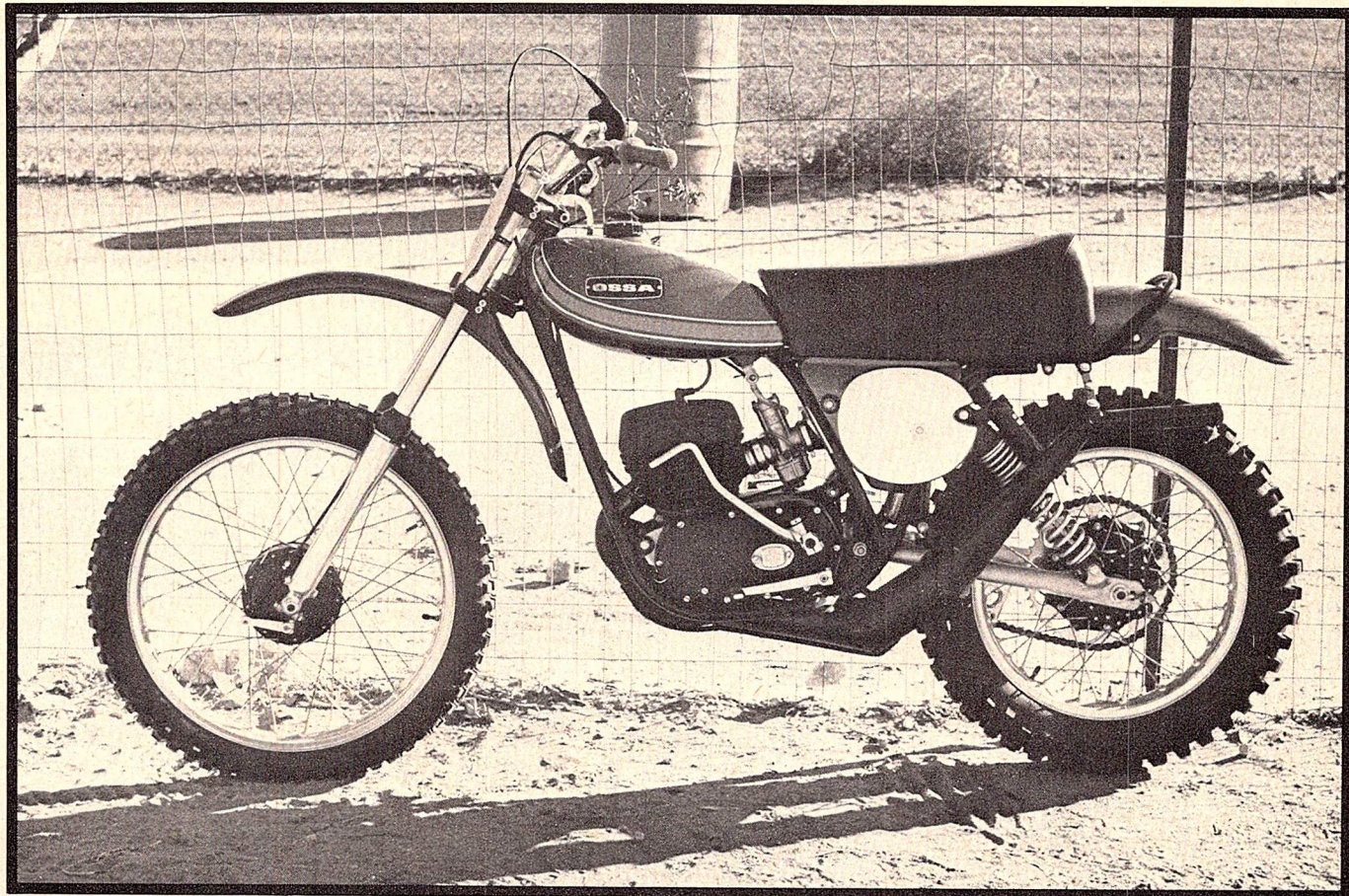
It is hardly unusual for a

race test

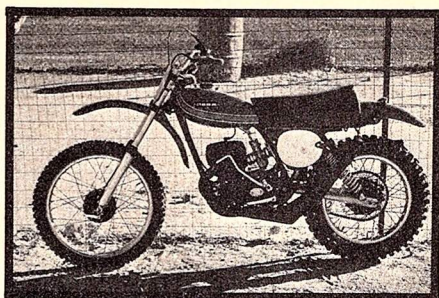
If you're familiar with the first Phantom, you won't have any trouble recognizing this one. It's not terribly different, just better.

manufacturer to debut a new bike with imperfections. In fact, it's the norm. What is unusual is for a factory to correct most of those imperfections with its next effort, without, at the same time, diminishing the good characteristics of the original model. But this is exactly what the Ossa factory and engineers have done. The New Model Phantom 250GP is a motorcycle in which alterations dictated by experience have been made — no more, no less. That makes it a very refreshing machine.

What exactly *are* the differences between the 1976 Phantom and the model which debuted in Summer, 1974? Most obviously, the bike is now equipped with a long travel suspension. Betor gas shocks with remote reservoirs connect the frame and the new chrome moly swingarm at approximately a 45-degree angle. The frame itself, also of chrome moly, is the same model used for the original Phantom, with the rear section cut and re-jigged to conform with the necessary changes in



OSSA 250GP PHANTOM



OSSA 250 GP PHANTOM

geometry for the LTS system.

The transmission itself has been entirely rebuilt, and evidences none of the shifting problems endemic to the first Phantom. In fact, most riders felt the new bike was one of the smoothest and most positive shifting machines they had ever ridden. First and second gear ratios have been decreased somewhat, making the lower gears more usable. The first Phantom could rarely use low gear except on the tightest courses.

"It is hardly unusual for a manufacturer to debut a new bike with imperfections. What is unusual is for a factory to correct most of those imperfections with its next effort..."

Finally, the swingarm itself has been lengthened by 3/4-inch. This change, along with a lengthening of the chassis due to the LTS modification, has increased the bike's wheelbase by a full one and a quarter inches. The resultant increase in ridability is enormous. The Phantom is no longer a loop-out machine, and while the bike's light front end and ground-grabbing torque can still pose problems in high traction conditions, the package no longer verges on the unmanageable.

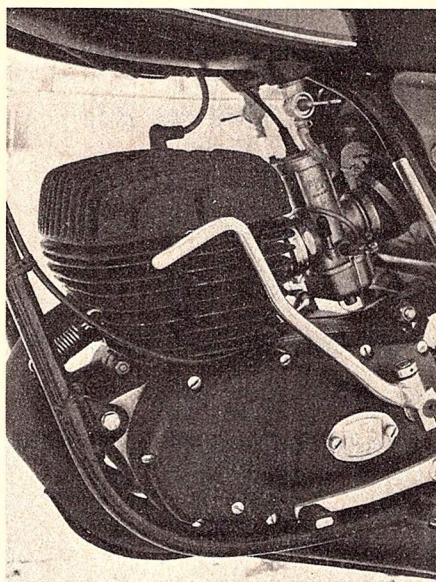
These are not the only changes in the new model, but they are the most important ones. Other innovations include a slightly concave seat, formed to negate — insofar as possible — the increase in height necessitated by the LTS system. The new seat is just as comfortable as the old, and allows the rider to move around easily on the bike. Up front,

new eight-inch Betor forks replace the old 6 1/2-inch model. A new air box with increased breathing capacity hides a strange paper air filter with a thin foam cover. The unit works well enough initially, but shows signs of wearing out quickly. (Luckily, several good all-foam accessory filters can be substituted for the original.) The air box itself has such large gaps where it meets the rear shroud that you can only conclude it was designed that way on purpose as an unsophisticated but effective draining device. This last

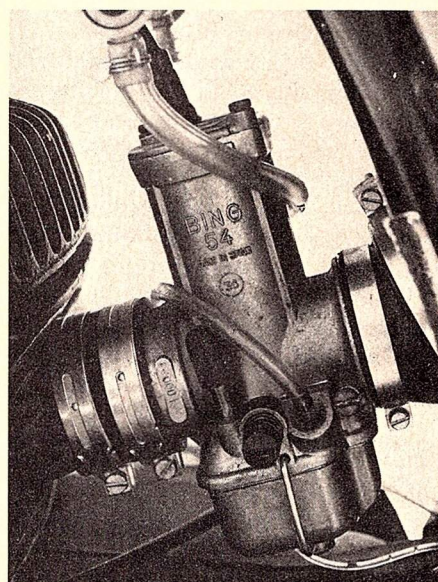
posed no serious problem while testing under non-extreme conditions, but when raced in extremes of wet and dust the Phantom will require more effective sealing. Liberal lashings of duct tape should do the trick.

Our first laps around a motocross track produced several revelations. The total efficiency with which the Phantom puts its power to the ground makes it an easy bike to fall behind, and the large gouts of earth the 4.50 Pirelli knobby kicks

Continued



At a lightweight 60 pounds (without the use of exotic metals such as magnesium), the Phantom's 244cc powerplant doesn't burden the bike down. One good reason for the Ossa's excellent power-to-weight ratio.



Spanish Bing does its thing. The result is smooth and devastating power all the way through the range. Rubber mounting keeps things shipshape, carb-wise.







OSSA 250 GP PHANTOM

up makes it an uncomfortable bike to be behind. At the same time, the Phantom's lightness and precision of steering, so reminiscent of a competitive 125, allow the rider to turn inside almost anything on the track. This, coupled with the bike's ability to go around berms as though on rails, gives the rider the option of taking any usable line with success, and so makes passing much easier.

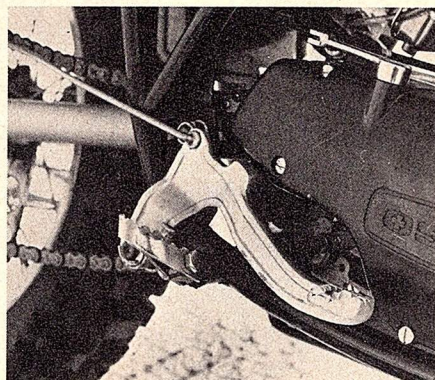
But while we were impressed by the Phantom's power and turning ability, we weren't so impressed by the forks. The eight-inch-travel Betors were only giving about

"... the Phantom's acceleration is fierce, and rapid shifts through the butter-smooth transmission will keep all but the hottest competition at bay."

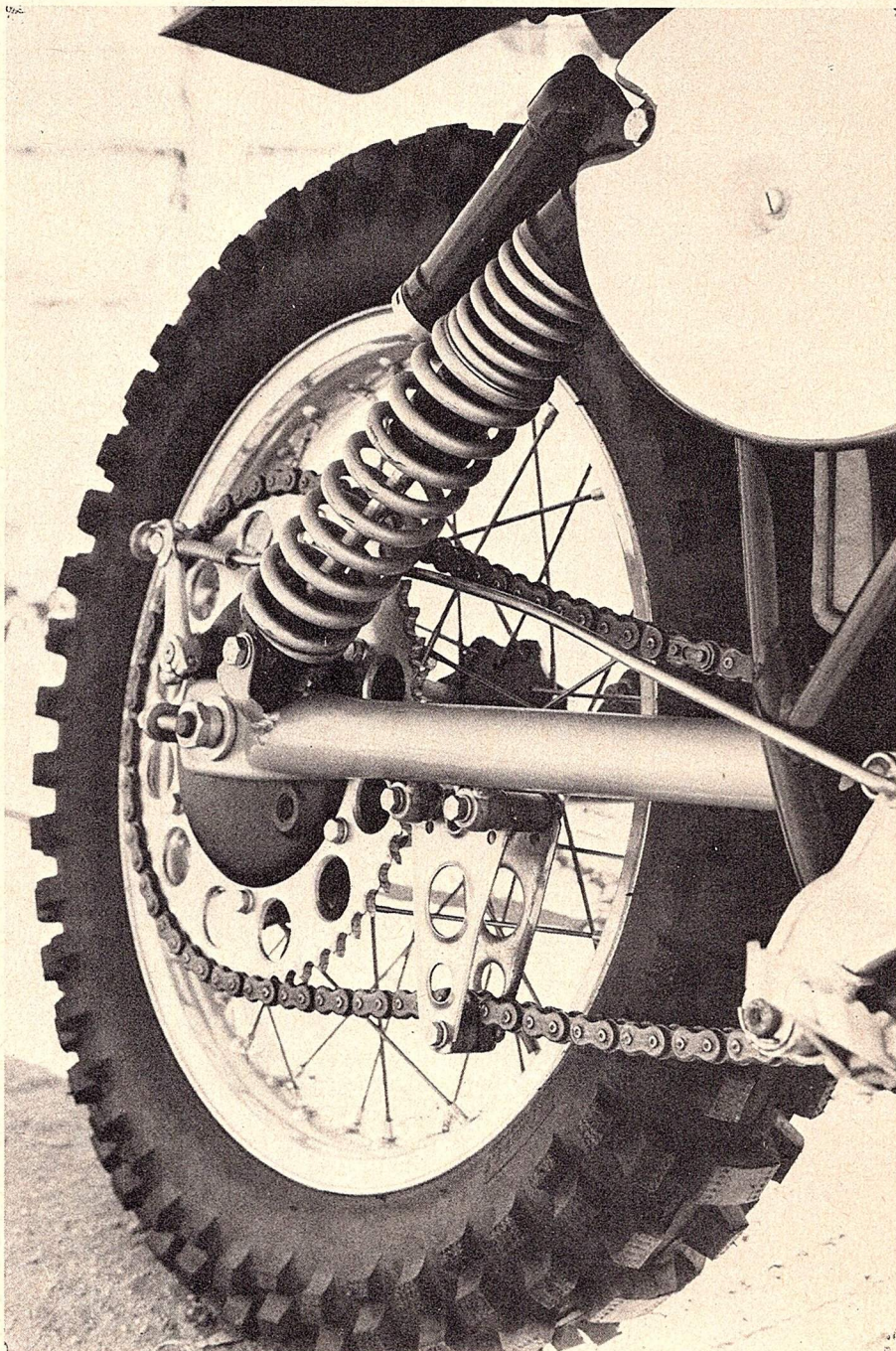
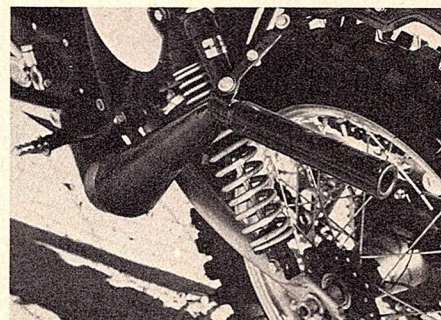
five inches in actuality, and the action itself was harsh. A teardown back at the shop supplied at least part of the answer.

No one seems to be bothering to clean the fork internals after machining. Ours were full of small but deadly metal bits, and an indecipherable sludge. Additionally, oil passage holes, etc., all had the ragged, razor-sharp edges which indicate that there has been no deburring process after the original drilling. If you do buy a new Phantom (or any bike with Betor forks), we suggest that you make a complete fork teardown and cleanup your first order of business. The short amount of riding we did during break-in was enough to severely gouge the fork internals, giving them the appearance of units which had been through the motocross wars for a number of years.

There it is, folks, the most sano brake pedal in the industry.

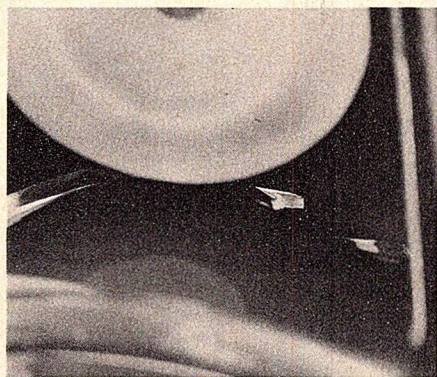


Ossa has gone to a more realistic silencing arrangement this year, but the location of the pipe is still very vulnerable. A high-pipe is the obvious answer.

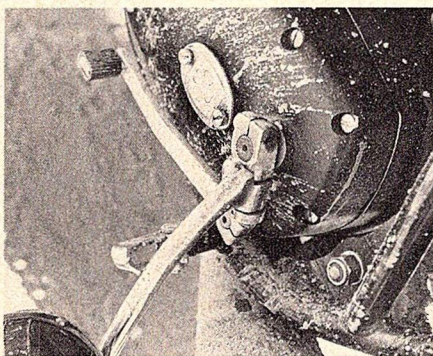


Betor gas shocks seemed sturdy enough, but spring rates were off. The chain tensioner is located a little too far from the sprocket to be truly effective.

Betor forks look spiff, but we had problems with binding and packing. Lower legs need protection. Note spoke retaining collars on front hub.



Gaps in the still air box could cause problems under very wet or dusty conditions. Duct tape is the answer.



Ah, yes, the old kickstarter into the peg trick. Since a two-thirds stroke can start the Phantom, however, this need not happen to you.

The fork teardown helped some, but we were never able to get the new Betors working to our complete satisfaction. Action was still harsh, though it began to loosen up some as time went on, and it was evident that the forks were binding. Another result of the obviously sloppy milling process; no doubt.

While we're on the subject of the forks, we should mention that the lower fork legs are made from an extremely soft alloy. This makes fork protectors a must. When positioning the protectors, be sure to place them far enough down the leg so as to protect the front-facing oil drain plugs. These are of very soft metal too, and could conceivably be sheared by a well-placed rock.

There was mixed feeling about the Betor gas shocks. They held up well and some riders liked them, but others felt that the spring rates were a bit off. The consensus was that the Betors were OK, but that we would most likely replace them with an accessory shock when they gassed their last.

But where the Phantom puts it all together is in the power department.

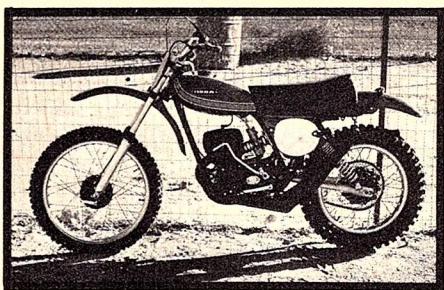
"It is a machine to be ridden creatively, with finesse."

No doubt there are several 250s which notch higher horsepower readings on the dyno than does the Phantom, but in all-important power-to-weight ratio the bike has few peers. And the power is all usable power, which translates directly into miles per hour. Bing carburetion and flywheel do it, and the result is no wasted motion at the rear wheel. A turn of the 70-degree Amal quick throttle results in a proportionate churning of the rear wheel, all very predictable, all very fast.

Most of the Phantom's punch is in the low and mid-range, and the bike calls for quick shifting before it flattens out at the top. The horsepower peaks at around 7000 rpm, and after that it flattens out rapidly. But up until that point the Phantom's acceleration is fierce, and rapid shifts through the butter-smooth transmission will keep all but the hottest competition at bay.

Ossa claims, and we believe, that the current Phantom has somewhat more power than do older models. Yet porting is identical. A minor

Continued



OSSA 250 GP PHANTOM

pipe change and a shaving of the head gasket seem responsible for the power increase, and for the increased top end. But basically, and with the exception of the redesigned transmission, the Phantom's powerplant is identical to that of its predecessor. And it is, as we said, a powerplant which produces more than enough power to be competitive. Manageable power.

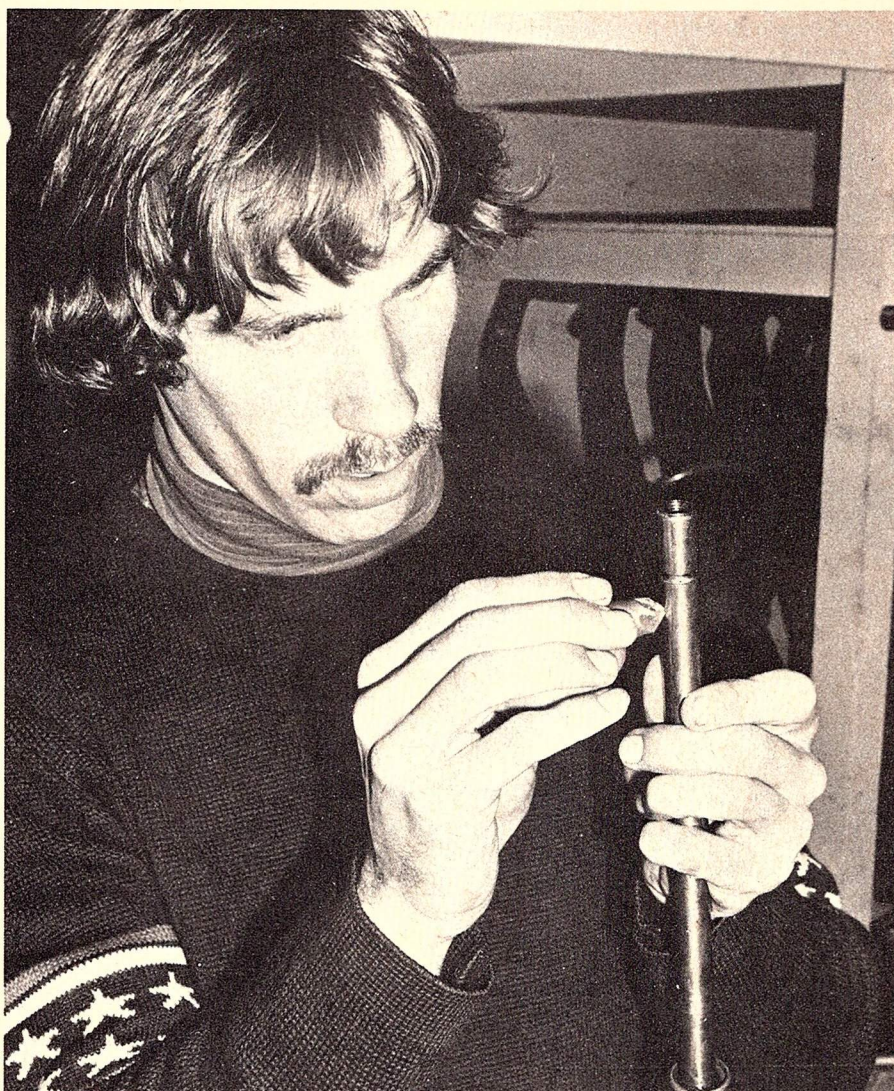
There is one situation, however, where the Ossa's power and handling can turn tricky. The combination of the featherweight front end (88½ pounds) and the Phantom's tendency to put every bit of power to the ground makes the

" . . . the Phantom's lightness and precision of steering . . . allow the rider to turn inside almost anything on the track."

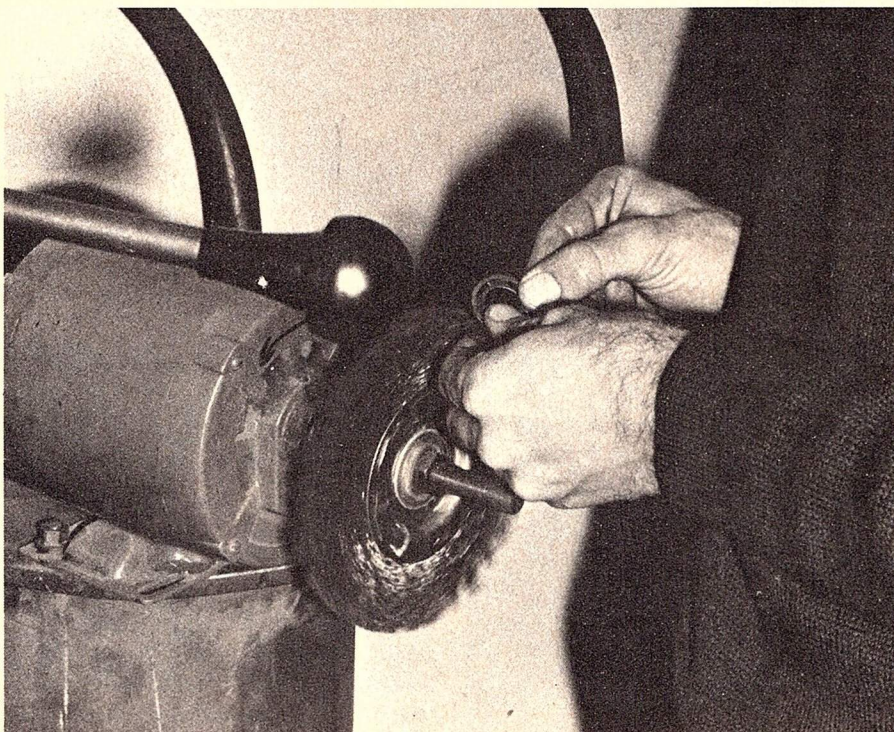
bike a handful under conditions of ultra-traction. After one of those rare but heavy Southern California rainstorms we took the bike out to our favorite sand course and proceeded to get deeply immersed in minor league disasters.

The problem, you see, is, as Jeff Blix put it, that "It's a neat bike, but it's hard to get used to. You can't just get on it and go racing." We had already put in some heavy hours on the Phantom, but they had all been hours on a typical California adobe skid bowl. So we weren't quite ready for the Phantom's reaction to ultra-traction. The score: Rider 1 (amateur) — knee in cast in preparation for an operation; Rider 2 (expert) — photogenic cut in forehead, the result of highsidng into a fence; Rider 3 (novice) — huge swelling bruise on same knee that Rider 1 hurt.

Don't misunderstand. These



Oil passage holes in the fork piston need remedial deburring . . .



. . . as does virtually every other piece in the fork internals. For shame.

incidents were not the Phantom's fault. Rather, they were our fault for not being properly prepared for the bike's reaction to radically changed conditions. When hitting a berm in deep wet sand it's necessary to jack the power on hard to avoid a highside. But the Phantom reacts violently to this necessary procedure, lifting the front end high and

pivoting around on the rear wheel — usually completely out of the line the rider thinks he's going to exit on. This behavior can be dealt with, even taken advantage of, it's just a matter of practice. But it's such totally different behavior from the Phantom's relatively mild and predictable manners on a hard-

Cont'd. on page 64



SPECIFICATIONS

Make Ossa
Model 250 GP Phantom
Country of Manufacture Spain
Retail Price \$1669 (approx.)

ENGINE

Type:

Two-stroke, air-cooled, piston port
Bore and Stroke 72mm x 60mm
Displacement 244cc
Compression Ratio N/A
Cylinder Steel, iron sleeve
Carburetion ... Bing 36mm MI 1000-4
Ignition Motoplat CDI
Lubrication Pre-mix
Air Filter Paper, with foam cover

TRANSMISSION

Type Five-speed

Ratios:

- 1) 2.12:1
- 2) 1.74:1
- 3) 1.43:1
- 4) 1.17:1
- 5) 1:1

Primary Drive Duplex chain

Primary Ratio 2.26:1

Drive Chain 520 Joresa

SUSPENSION

Front Betor hydraulic forks

Rear Gas Betor shocks

Travel, Front Eight inches

Travel, Rear Six inches

DIMENSIONS

Wheelbase 55.75 inches

Weight 206 pounds

Weight Bias:

88.58 pounds front (43 percent)

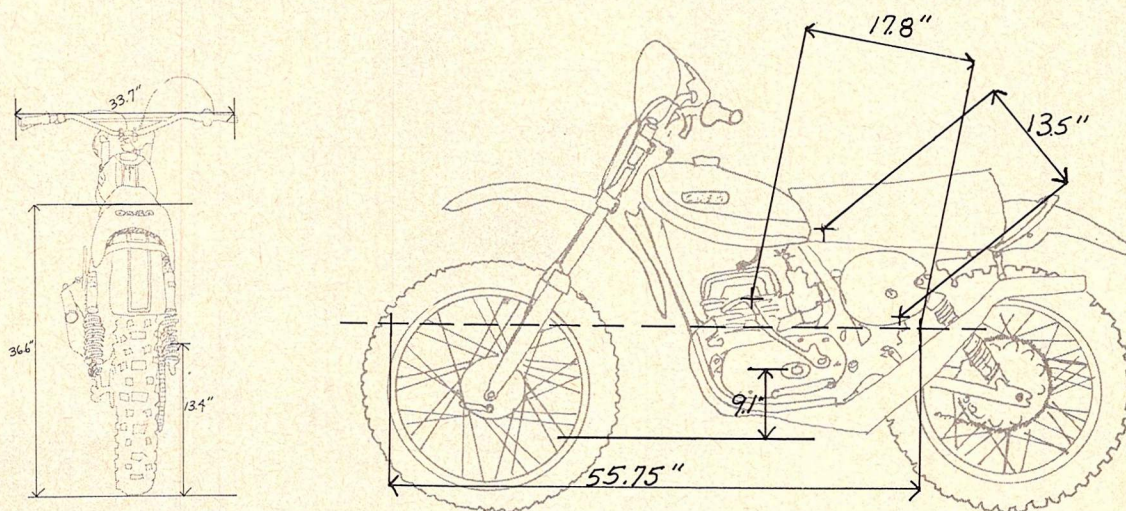
117.42 pounds rear (57 percent)

CAPACITIES

Fuel 2.4 gallons (9 liters)

Transmission 1.4 quarts (1 liter)

Forks 220cc



goodkarma
**JIM WEST
BENEFIT
MOTOCROSS**

*Mosier, LaPorte,
Ried donate prize
money to West
family at Valley
Cycle Park,
A.M.E. event*

Eighteen-year-old local Jeff Jennings rode a strong first moto to second place far behind Mosier, but came apart in the second heat.

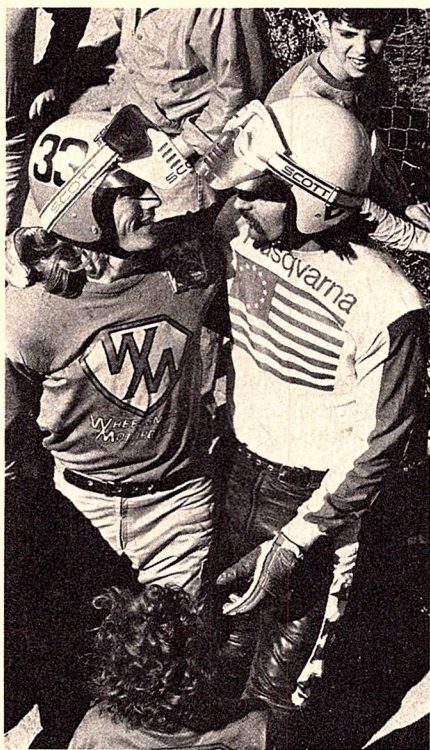


No one could touch the smooth-sailing Gaylon Mosier in the Open class. His powerful 450cc Wheelsmith Motorcycles Maico scored both holeshots and after that it was just wheelie time.



Simi, California — "I want to win this one for my teammate Westy," said a pumped-up Gaylon Mosier just before he climbed on his potent Wheelsmith Maico and roosted all over Brad Lackey, Terry Clark and a bunch of hot locals who came to do what they could for the memory of Jim West, killed at the Saddleback Trans-AMA.

It seems the astronomical cost of West's hospitalization after his tragic crash was not fully covered by the AMA, that organization dedicated to care for the welfare of riders everywhere. So some of Jim's friends, guys like Billy Payne and Tim Hart, got together with



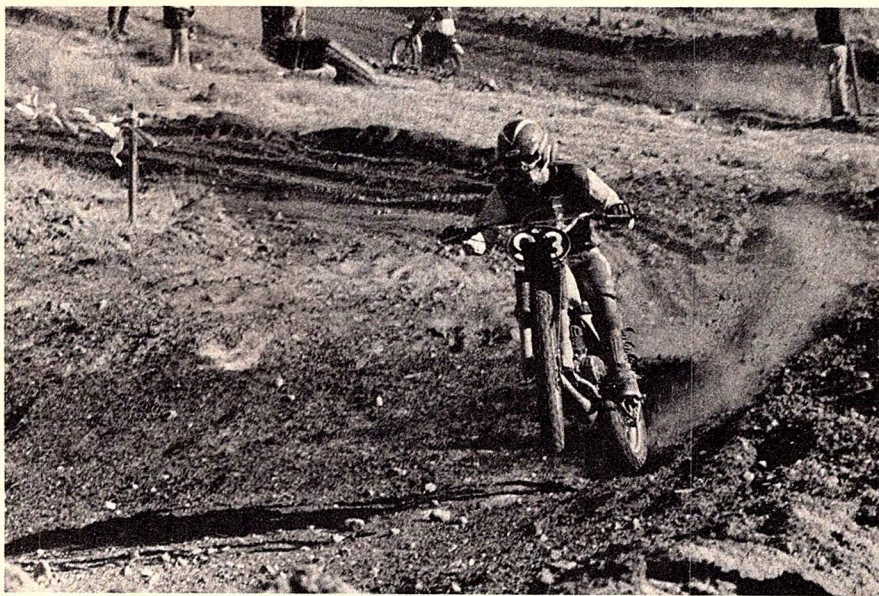
Brad Lackey showed up to do some business with Mosier but never got near the Maico star.

American Motocross Enterprises and promoted a benefit race to help out with the costs. All prize money was turned over to the West family.

But not enough. More money is needed. If you've got a buck or two lying around after your last spending spree at the accessory shop, use it to build up some good karma. Send it to:

The Jim West Memorial Fund
c/o MOTOCROSS ACTION
16200 Ventura Blvd.
Encino, California 91436

May all your holeshots be good ones.



FMF hotshot Warren Ried scored the 125 pro win.



Danny LaPorte (H4) and Kenny Zahrt (4C) had a hot dice going for the lead in the 250 race. LaPorte came away the victor.



personal repairs

PIERRE'S KNEE

*The race for Number One
sometimes leads through
the Emergency Room*

Knee injuries aren't exactly uncommon in motocross. A seriously tweaked knee is one of the most initially painful injuries that a racer can experience, and it's also one of the hardest to treat and takes the longest to heal. Whether a knee injury involves actual bone or cartilage damage, or whether tendons and ligaments are the problem, the injured person can be sure that he or she is going to have a problem for some time to come.

Serious knee injuries generally require the services of an orthopedic surgeon — at least they do if the injured person ever wants to use the leg normally again. But orthopedic specialists aren't equally competent (see the "Mainjet" article in MXA's April '76 issue), and even those who are have varying degrees of success in getting their patients out of a cast and back in business in the shortest possible time.

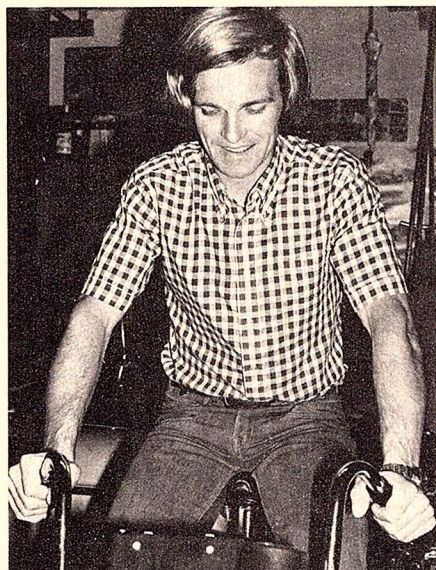
When Honda's Pierre Karsmakers injured his knee while training for the 1975 motocross season, he knew he was in trouble. Pierre's injury wasn't serious enough to call for an immediate operation, one which would have put him out for the entire season, so he waited until the racing season was over before having it repaired. In the interim, the knee was reinjured several times, and by the time the Trans-AMA Series was

Pierre's knee. Not nearly so sensuous as Claire's, it still gets the job done.

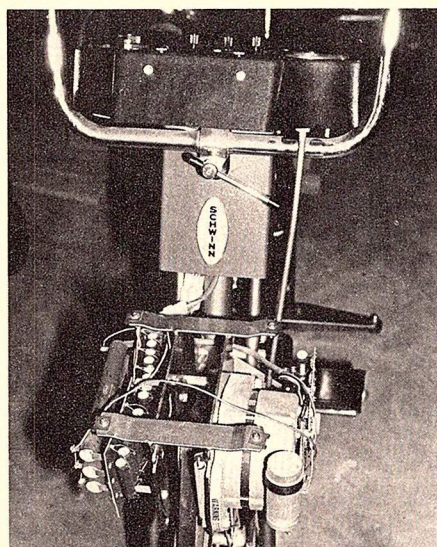
by Kenny Kildare



Karsmakers poses with the magic shot bag. Nine kilos of shot makes working with this thing a major.



Besides running and riding, Pierre uses a special exer-bicycle to work the stiffness out of the knee and strengthen his muscles. An hour or so a day on this thing makes motocross look easy.



When's the last time you saw a Schwinn set up like this? Diabolic machine attached to the front end converts work into heat, creating resistance which works against the pedaler. One of the best ways around to seize your thighs.

over last December Pierre was in a great deal of pain.

Karsmakers' knee was operated on by a Dutch specialist — a personal friend of his — on December 9th. By the end of January the healing had progressed to a point where Pierre could resume his standard training schedule, running for one hour three times a week, and riding at full speed on the track. It was a fantastic recovery, one which was almost unbelievable to others who had experienced the same problem.

How did it happen?

The answer, most obviously, was a surgeon who knew his business. But there was more to it than that.

Prior to his operation, Pierre's doctor had him do strengthening exercises for several days with a shot bag which weighed eight to nine kilos (17.6 — 19.8 pounds). The purpose of the exercise was to strengthen the muscles above and below the knee — giving added support to the knee during the healing process, as well as increasing circulation and combating the slight atrophy problem which always crops up when a limb is immobilized in a cast for any length of time. Immediately following the operation, the exercises with the shot bag were continued (see photo), and Pierre was put on a program of walks of gradually increasing distance in the woods which surround his home in Holland. Two weeks after the operation, he was able to begin running again.

It's obvious from that schedule that Karsmakers' injury wasn't as serious as it might have been. Jim Pomeroy's knee was operated upon immediately following his injury at the Puyallup Trans-AMA in November, and as of February he was still experiencing difficulty in walking. Still, the special exercises which Karsmakers did, and the use of an ultrasonic wave machine to keep down the swelling immediately following the operation, were material factors in his quick recovery in time for the 1976 racing season. All things to think about should you be one of the unlucky racers who puts his foot into the wrong hole at the wrong time.

How loud is loud? How loud does a sound have to be before it offends you? That's a question that is difficult to answer. A sound that is music to *your* ears can be completely obnoxious to others, and vice versa. So the problem with noise is to resolve a situation with offensive noise so that no one is irritated. And that's not an easy thing to do, especially if the offensive noise happens to come from two-stroke racing motorcycles.

Last year the AMA instituted a sound testing procedure for all competition motorcycles, setting a maximum noise acceptance level of 92 dba, the sound to be measured at a distance 50 feet away from the motorcycle. In July of 1975, the measuring method was altered in order to make the noise measured more closely correspond with the noise actually generated at an event. Under the new procedures, the sound is measured at a point 0.5 meters (20 inches) from the tip of the exhaust, and a maximum of 110 dba is permissible. A plus or minus factor of 5 dba is allowable, making

the actual limit 115 dba for a racing machine.

"Whose side is the AMA on?" you might ask. While it's true that the new sound limit is tougher than the old 92 dba (because of the distance at which it is measured), you have to consider that our laws are getting

noise

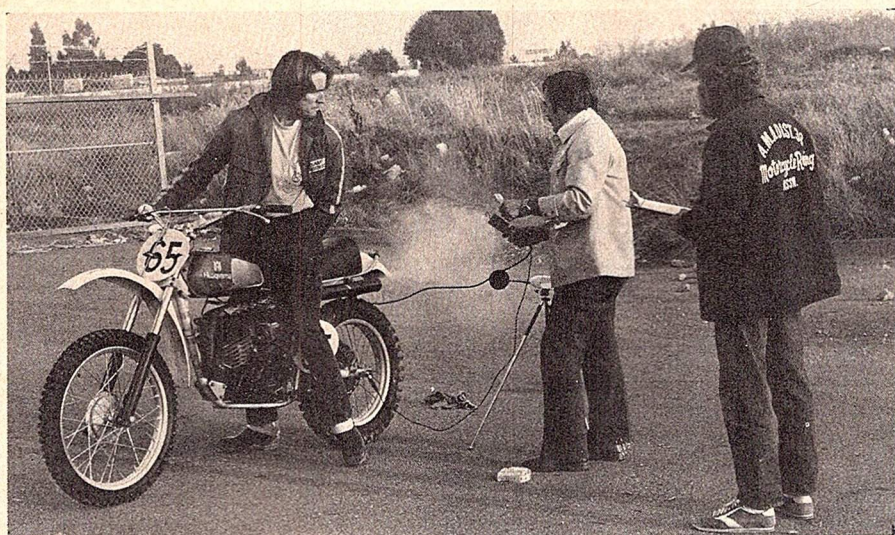
AMA SOUND TESTING PROCEDURES

Can you really go fast and still run quiet? You bet!

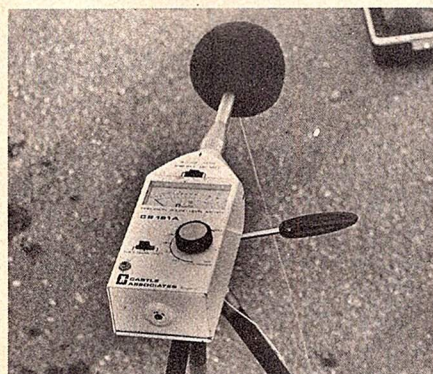
by Dick Miller

October 19
RED BUD
RAINED . . . DID NOT TEST
November 16
PUYALLUP
RAINED . . . DID NOT TEST
November 23
CARNEGIE
TACHOMETER MALFUNCTION

MFG.	September 28 ATLANTA	October 5 MID-OHIO	October 12 UNADILLA	October 26 KOIL CLASSIC	November 2 ST. PETERS	November 9 LAKE WHITNEY	November 30 SADDLEBACK	AVG.
YAMAHA	Weinert 10th 110 db/A	Weinert 1st 110 db/A	Weinert 6th 110 db/A		Weinert 8th 112 db/A		Weinert 6th 112.5 db/A	110.5
SUZUKI	Distefano 6th 114 db/A DeCoster 2nd 115 db/A Wolsink 4th 115 db/A	DeCoster 3rd 110 db/A Wolsink 4th 109.5 db/A	Distefano 4th 111 db/A DeCoster 1st 111 db/A Wolsink 2nd 111.5 db/A	Distefano 4th 111 db/A DeCoster 2nd 113 db/A Wolsink 6th 110 db/A	Distefano 3rd 112.5 db/A DeCoster 1st 111.5 db/A Wolsink 2nd 111.5 db/A	Distefano 1st 113 db/A DeCoster 2nd 112 db/A Wolsink 3rd 112 db/A	Distefano 1st 112.5 db/A Wolsink 4th 114 db/A	112.2
MAICO	Mosier 8th 113 db/A	West 7th 110 db/A	West 9th 107 db/A	Mosier 8th 113 db/A		West 8th 111 db/A	Thorwaldson 8th 115 db/A	111.0
KAWASAKI		Semics 9th 110 db/A				Semics 7th 109 db/A	Semics 2nd 110 db/A	109.7 .not consistent finishes
BULTACO		Pomeroy 2nd 110 db/A		Pomeroy 5th 111 db/A Tripes 3rd 113 db/A			Tripes 10th 112 db/A	109.8
HONDA	M. Smith 3rd 115 db/A	Karsmakers 8th 113.5 db/A M. Smith 6th 114.5 db/A	Karsmakers 7th 109 db/A	M. Smith 1st 112.5 db/A	Karsmakers 9th 114.5 db/A M. Smith 5th 112 db/A	M. Smith 6th 112.5 db/A	M. Smith 7th 113 db/A	112.0
CZ	deRoover 9th 115 db/A		R. Harris 8th 115 db/A			R. Harris 10th 115 db/A		115.0
HUSQVARNA	Lackey 5th 111 db/A Howerton 7th 115 db/A	Howerton 5th 112 db/A	Lackey 3rd 108 db/A Howerton 5th 114 db/A	Lackey 10th 110 db/A Howerton 9th 115 db/A	Lackey 6th 109 db/A Howerton 4th 112 db/A	Howerton 4th 111 db/A J. Hunter 9th 113 db/A	Lackey 3rd 110 db/A Howerton 9th 113 db/A	111.5



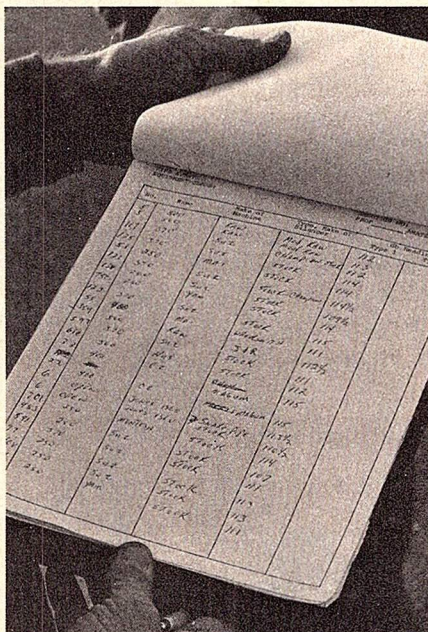
Husqvarna's Dean Goldsmith holds the throttle at one-half of the engine's redline maximum speed, as indicated by the special tachometer in Mike Diprete's hand. The meter is level with the exhaust and at a 45-degree angle to it, exactly 20 inches from the tip.



The AMA uses this Castle Associates meter of the Type I variety, the most sensitive meter there is. The foam ball over the end is to protect the diaphragm from moisture and debris. No one is allowed in a ten-foot area around the bike besides the rider, who must be astride the machine, the tester and an assistant who must stand behind.

tougher too. It's a fact of life that if we don't cool it on the sound issue, the politicians are going to do it for us.

You may feel that motorcyclists are being used as environmental scapegoats by politicians who want to make a name for themselves on the environmental issue, but who are afraid to tackle the large corporations (after all, the Sierra Club owns stock in several large corporations whose business consists of cutting down forests and strip-mining mountains); and if you do, you're at least partially correct. But that doesn't mean we won't have to get quieter. As motorcyclists we have to face facts. And one of the biggest facts around is that we, as a group,



After each event the tabulations are compiled and recorded. Notations are made on what kind of pipe or silencer is used. If you have over a 115-dba reading you don't race!

have little or no political power.

But back to noise. Even the most avid racer or biker is offended at some time or other by some squid running around the pits without a silencer. But how many of us have complained? We tend to think that the noise that guy is producing is no one's business but his own — even if he is an ass. But you're wrong, it is your business. If you end up with no place to ride your bike because another riding area has been shut down due to the noise problem (happens all the time), then who else's business is it?

Most bikes are acceptable to most people (noise-wise) as they come off the showroom floor, but you and I

Cont'd. on page 68

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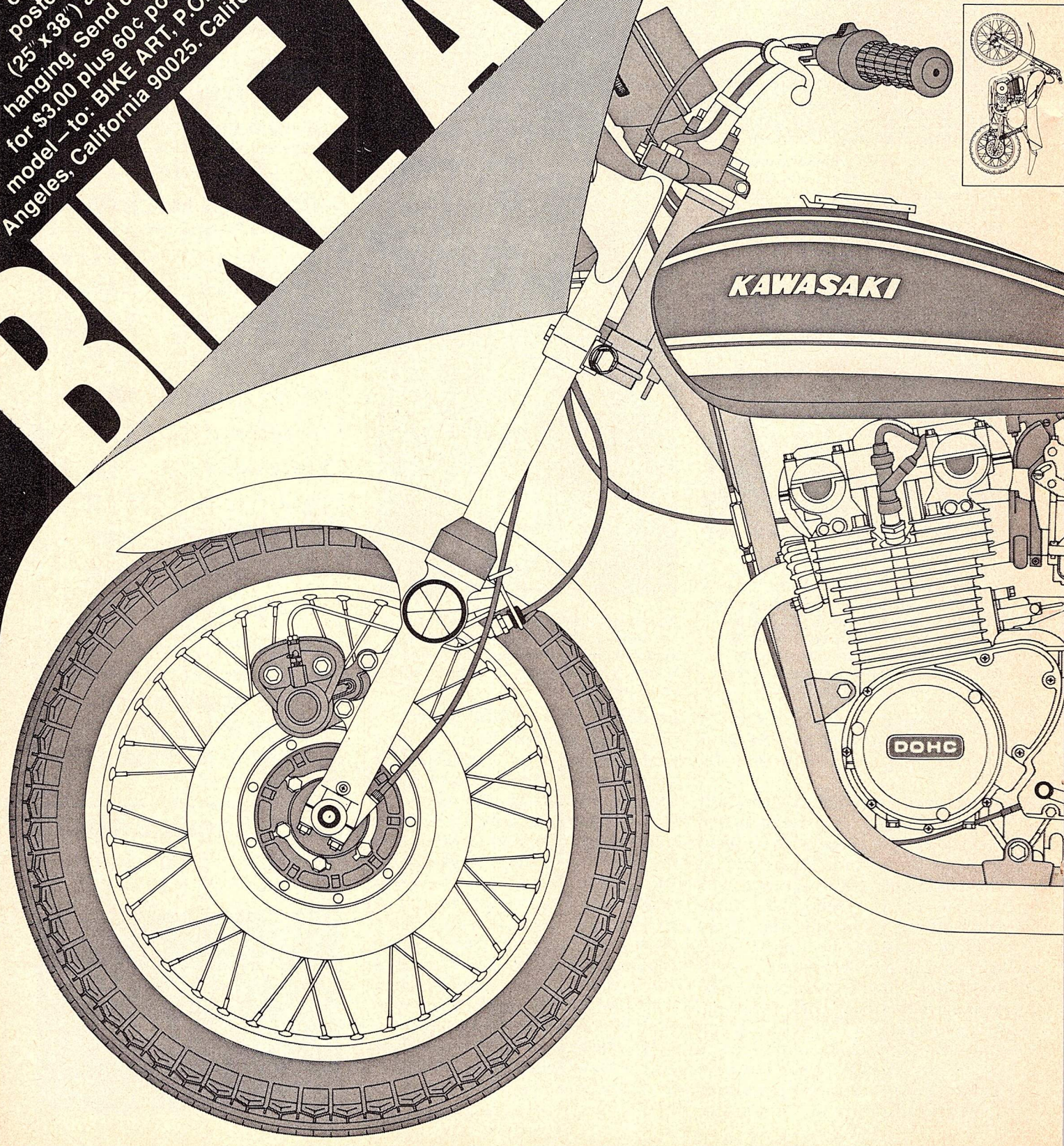
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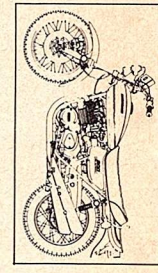
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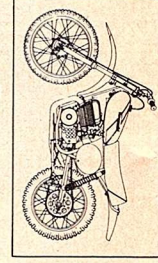
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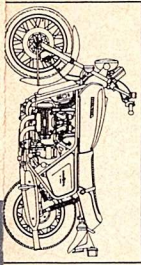
KAWASAKI ZI-1



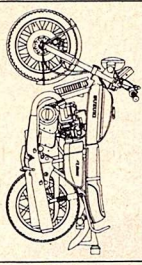
KAWASAKI KX400



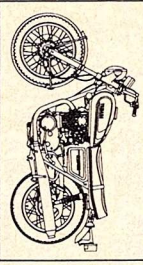
HONDA GL-1000



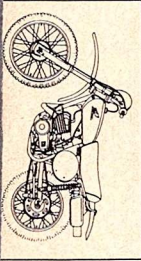
SUZUKI GT-750



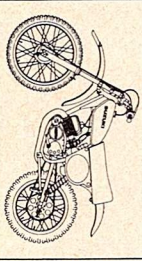
YAMAHA XS650



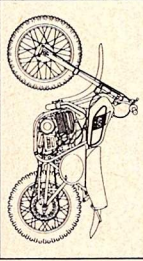
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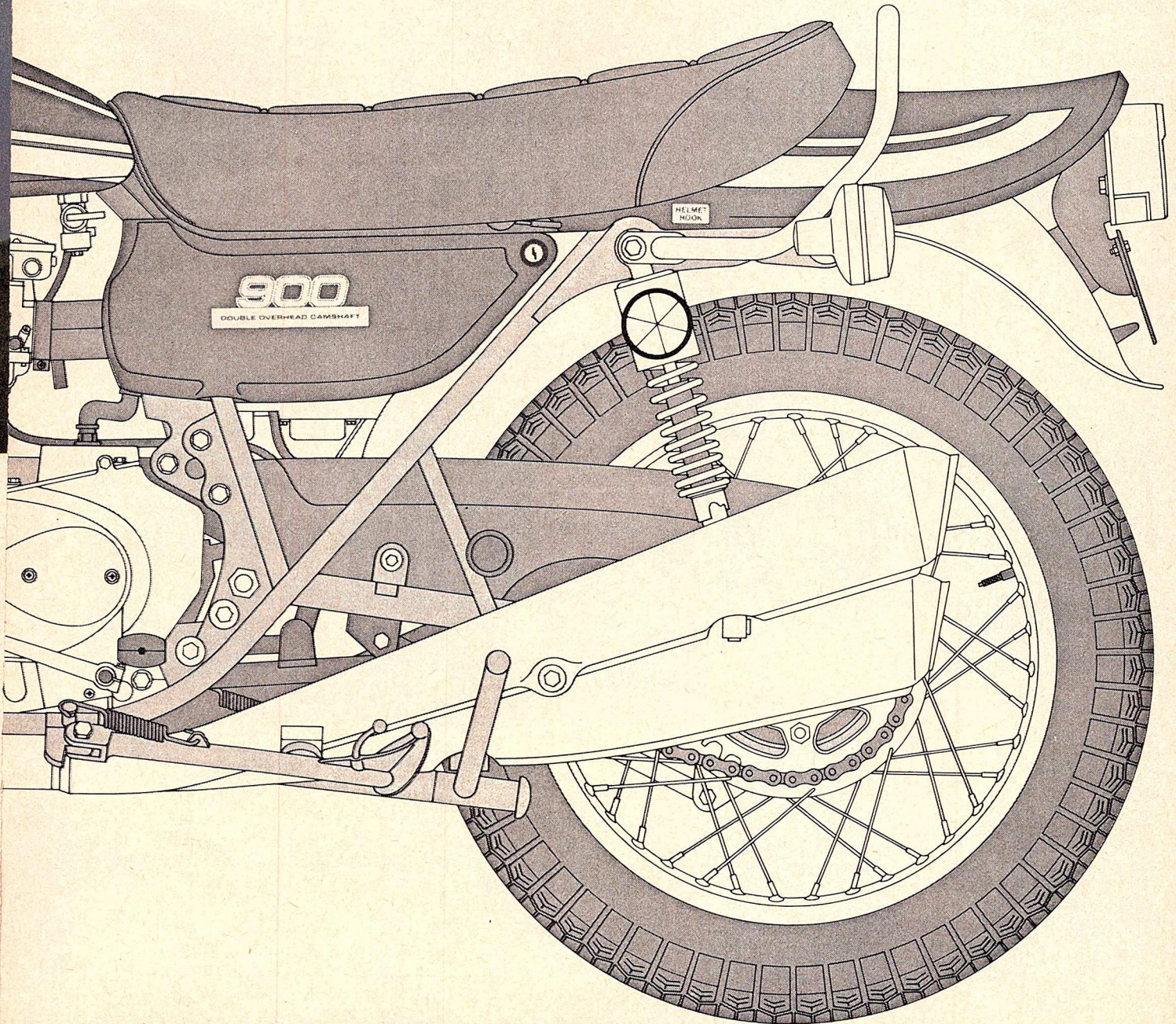
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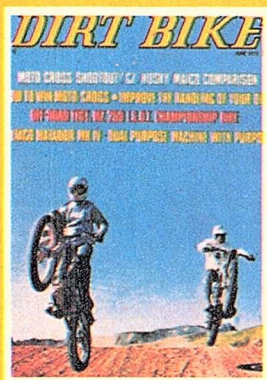
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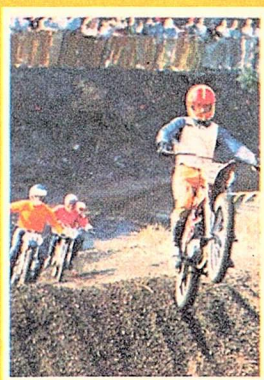


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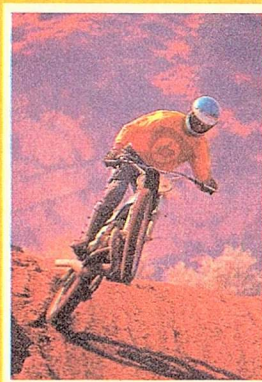
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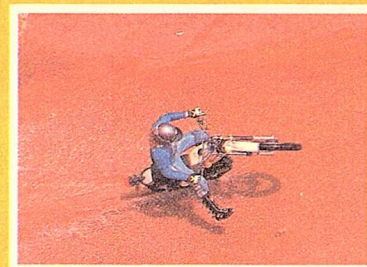
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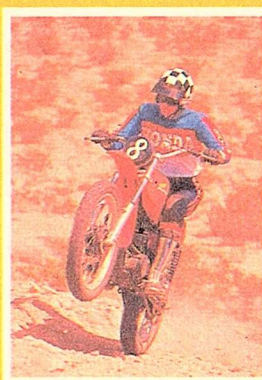


10. JIM CONNOLLY, 250 BULTACO PURSANG

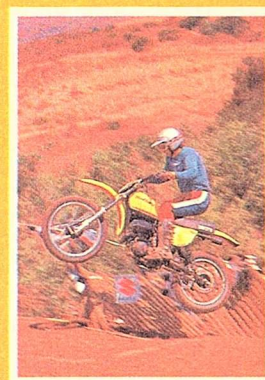


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11. AL BAKER ON A 250 HONDA

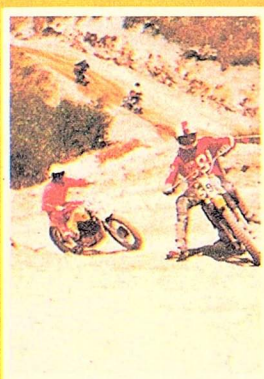


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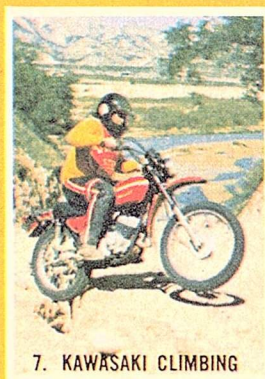


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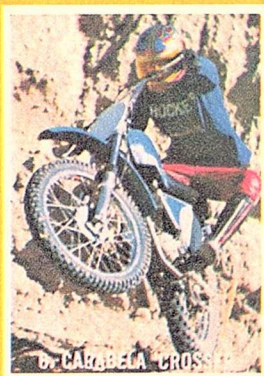


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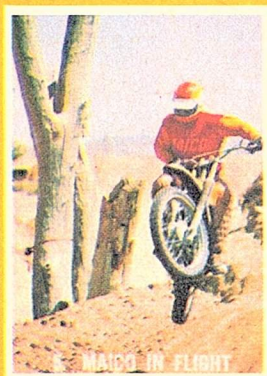
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HONDA/HUSKY

Cont'd. from page 30

but Husqvarna has their pipe positioning thought out, while Honda doesn't. The Honda pipe goes through the frame under the seat so it doesn't protrude alongside the seat, but it does stick out from under the tank where it takes its bend to the rear. When making a left turn, the rider's knee will invariably contact the pipe when he slides forward on the bike and digs his knee in for control. Through a series of left turns our test riders reported very hot knees.

The Husqvarna sports a side-mounted pipe. Its widest section runs along the side of the seat and sticks out pretty far on the left side of the bike. On the forward part of the bike, however, the pipe tucks in nicely under the tank and never interferes with the rider's leg. Husqvarna has learned through study of the rider in action that his knees angle out somewhat when standing and only angle in when sitting. Therefore their pipe mounting is perfect. The only time a rider will feel heat is when he might be resting his thigh on the pipe shield while straddling the bike at the start. At this point there is no cooling air passing over the shield. Once the ride starts, there is never any distracting contact with the pipe.

As light as the Husky is, there are many ways it could be made lighter. Most brackets and control arms on the Husky are steel, strong but a little heavy for the job. Replacing these parts with alloy items could save considerable weight. In testimony to this idea, Mark Blackwell's stock Husqvarna 360 raced in the USGP weighed in at 212 pounds, as light as DeCoster's factory 370 Suzuki.

The Honda, with many alloy parts, is already as light as it is going to get. At 235, that's heavy.

With an enriching system on the carburetor and a well designed kicking lever, the Honda is a snap to start. The Husky, with a poorly designed lever and no enriching system, is a bear to start. Plus, the Husky gives you the added aggravation of slamming its starter lever into the shifting shaft every time you kick it, thus wearing out the shift shaft seal and housing

Continued

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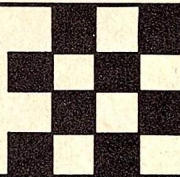
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Continued

prematurely — which causes sloppy shifting.

The Husqvarna piston is quite strong and with proper maintenance will last for a very long time. You can expect to renew the piston only once or twice in a season. A Husky piston, complete with ring, pin and circlips, sells for \$43.85. The Honda piston assembly is only \$24.60 complete, but the Honda service manual recommends it be renewed every two or three races. A minimum of ten piston replacements in a season would cost the Honda owner almost \$250, with gaskets, while the Husky owner would only expect to pay less than \$100 maximum in a season.

In the final analysis, after all the numbers have been hashed out and features scrutinized, the choice between a Japanese bike like the Honda and a European bike like the Husqvarna must be based on the rider's awareness of his own abilities, his character and his motivation to succeed in motocross. The Husqvarna, because of its higher initial cost, because of its more rigorous maintenance schedule, because it is a more difficult bike to ride well and because it demands the utmost in conditioning and concentration from the rider, is only for the most seriously motivated competitors. For diligence, the Husky will repay with unlimited performance. The pedestrian motocrosser would find the Husqvarna an ego-shattering experience.

The Honda, however, is the motocross bike for the masses. The commonplace motocross enthusiast, the one who considers motocross his hobby, would be much more comfortable with the Honda. A Japanese bike seems to accept the laxities of the nondescript racer. It responds to a softer touch. It's set up looser and seems to thrive on neglect. It's acceptably fast without being uncontrollably fast. It delivers performance in small enough doses so as not to humble the plebeian rider. The only drawback is that the Honda can never be as good as the Husqvarna, no matter what you do to it. But it's more acceptable to the average rider to curse his bike and have another beer than it is to face the fact that he may not measure up to his machine.

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OSSA

Cont'd. from page 51

packed track that the unwary can pay. We did.

ON OTHER MATTERS

The Phantom is certainly an attractive bike, an eye-catcher. Blue and orange fiberglass and a lean and rakish look tell you at a glance that it's a racing machine, and that Mediterranean designers still scheme out the best looking motorcycles in the world. And the bike's accessory items, most of them of Spanish manufacture, are generally of high quality.

The list: Motoplat pointless ignition; Pirelli tires; 36mm Spanish Bing carburetor (which many consider to be superior to the German model); Akront non-valenced rims; Amal quick-turn (70-degree) throttle.

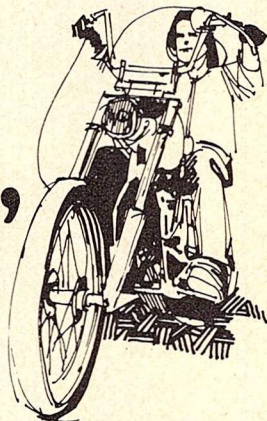
Perhaps more important, though, is the thought which Ossa has put into designing certain other features on the machine. Part of the reason that the Ossa's engine is so light (60 pounds) is the use of one of the smallest clutches ever seen on a 250. The unit is chain-driven, and the only thing the owner has to consider is that the clutch requires periodic retightening and that the chain itself should be checked regularly.

The heavy-duty alloy brake pedal is one of the finest designs we've ever seen. To reduce weight, a lug welded onto the swingarm replaces a rear brake stay in gripping the brake plate. This does put some additional strain on the swingarm, but it's minimal. Both hubs are light and small, and the front hub has a steel retaining band which helps prevent spokes from pulling through the hub. The brakes themselves provide excellent stopping power, though they tend to go away after a while when wet.

On the minus side, the fiberglass, like all fiberglass, cracks and breaks, especially the fenders. The tank, though, holds up to pounding pretty

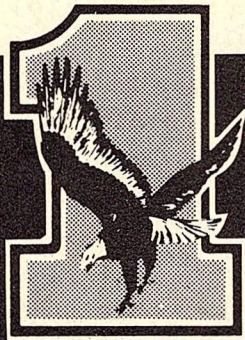
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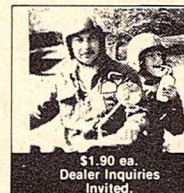
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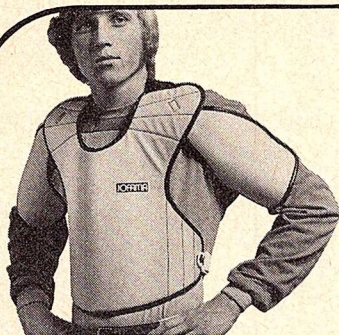


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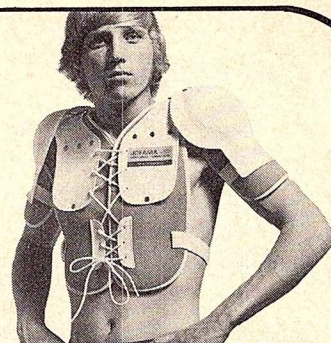


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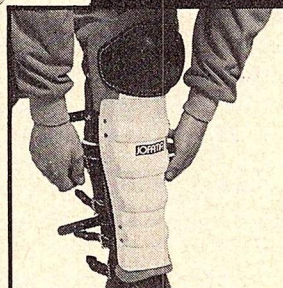
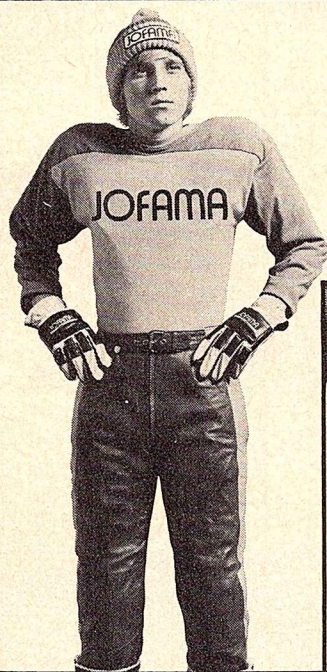


JOFAMA

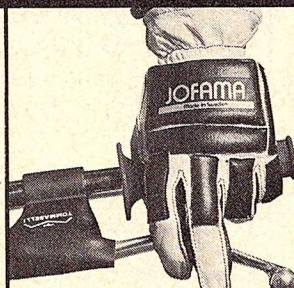
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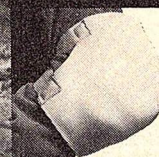
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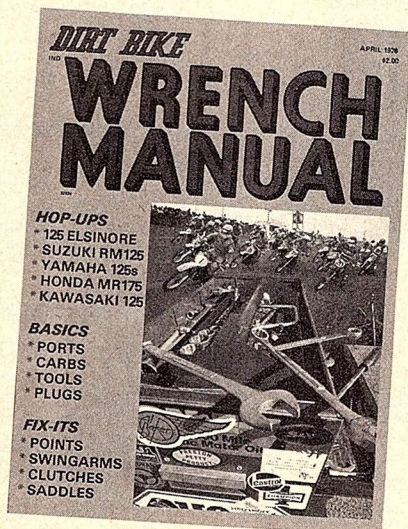
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OSSA

Continued

well. We would suggest substituting plastic fenders for the stock units, and we're told that Ossa will soon be producing plastic for the Phantom.

Other deficiencies include the lack of a kill button, a pair of the most fiendish grips ever produced and a kickstarter lever which still wants to wrap itself around the footpeg (though it doesn't have to). A two-thirds stroke will start the Phantom first or second kick every time). At least the new Phantom's kickstarter doesn't flop around while you're riding, as the old one did.

One other thing. The Phantom's downpipe is a lovely, sensuous thing, but it's vulnerable as hell. Aside from the basic, generic disadvantages in having a low-pipe at all on a motocross course, the Phantom's pipe hangs out so far on the left that any spirited fall on that side is bound to be a mount-mangler. The Phantom's low-mounted engine leaves plenty of room for a high-pipe, and we feel that the bike would be much better off with one. Kenny Zahrt, an Ossa-sponsored

racer on the west coast, has had a high-pipe fabricated for his Phantom and says it works well.

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The Phantom is a motorcycle for the involved rider. If you're willing to become involved in your racing machinery, and if you like the idea of showing up at the track on a machine that won't be duplicated by 40 other riders, the Phantom could be for you.

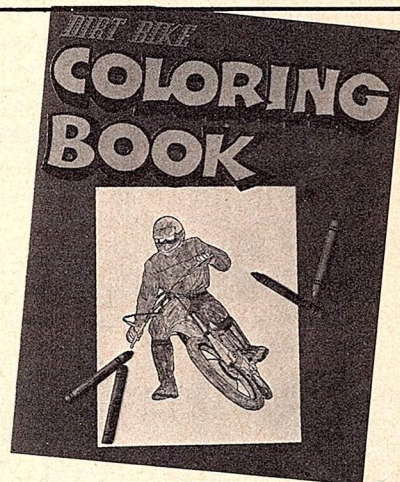
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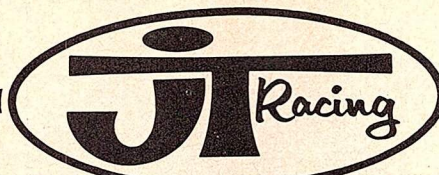
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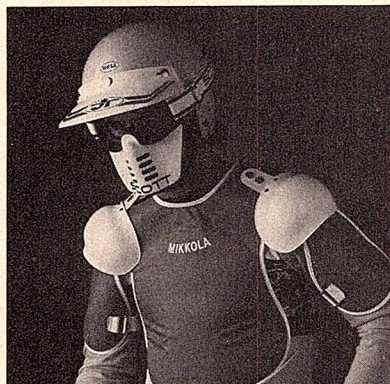
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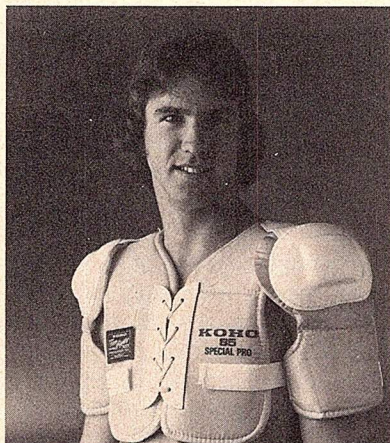
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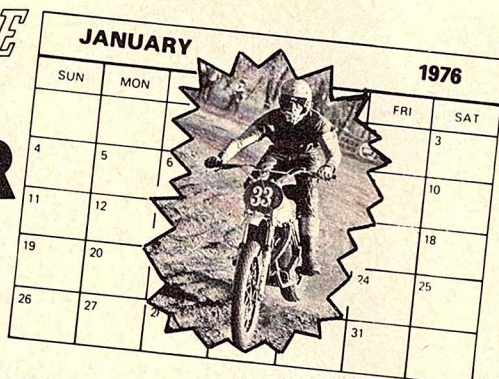
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SOUND TESTING

Cont'd from page 57

know that the stock pipe is not always the most powerful or best suited to your particular needs. And a lot of the accessory pipes on the market are completely unacceptable in the noise department. So it's important that you, the buyer, make an effort to find out if the accessory pipe you want to buy is properly muffled.

Whether you realize it or not, a bike doesn't have to be loud to go fast. Many pipe manufacturers sell their products by using increased noise to mislead the buyer into believing that he really is going faster. Yet, quite often he's not. The Motorcycle Industry Council (MIC), realizing this fact, tried to come up with an incentive program for quieter race bikes. The theory was that if people saw Roger DeCoster or Marty Smith winning on a quiet bike, quiet bikes would become more acceptable, and the idea that sound makes speed would be seen to be absurd.

The MIC plan called for offering a \$100 award to the quietest bike in the top ten finishers at each Trans-AMA event in 1975. Since the Trans-AMA ranks are full of money racers, the idea worked like a charm.

The first event offering the \$100 was won by Jim Pomeroy. Besides winning the overall that day, Bimbo got the extra hundred for having the quietest bike at tech inspection. So, right off the bat the MIC was proved right in its claim that sound doesn't have much to do with speed. Pomeroy's Bultaco was measured at 104 dba, while second place finisher DeCoster squeaked just under the allowable limit at 115. Marty Smith's Honda and Gerrit Wolsink's Suzuki were also 115 dba machines.

The following week, at Lexington, Ohio, Brad Lackey's Husqvarna was measured at 108 dba. This reading, coupled with his top ten finish, won him the \$100. At the same time, the factory Hondas were still notching a perilous reading of 115 dba. But during the next week that team experimented with silencing methods, and the following weekend Marty Smith took the hush money at Unadilla. This was sure proof that with a little effort most race bikes can be made to operate

less noisily with equal efficiency.

Money was the incentive it took to quiet the Trans-AMA machines, but what will it take to get the private rider to quiet his machine? Obviously, no one is going to offer you \$100 to silence your bike. But you should consider that if you don't, someday in the not too distant future you may no longer have a place to ride it. At which point you'll find yourself the proud owner of an expensive — and noisy — piece of ornamental sculpture.

Since there are no enforceable standards as to what accessory pipe manufacturers can make, the only way to force the maker of an excessively noisy pipe to mend his ways is to refuse to buy his product. Prospective buyers should request dba figures on the pipe they want to buy, comparing those figures with the AMA standard. If the manufacturer refuses to supply such figures, chances are his pipe can't meet the standards. And if that's the case, you shouldn't buy his pipe, and you should tell him (the dealer) why.

This may seem like a lot of trouble to you as a consumer, but until the AMA or MIC can come up with a set of enforceable standards (if they

can), the consumer will have to attempt to regulate the industry himself. At least, he will if he wants to be able to continue riding.

When the 1975 Trans-AMA Series concluded, a tabulation of all sound testing results was made. It was determined that Bultaco had won the overall sound abatement award (I should mention that some of the most consistently quiet bikes in the series were Can-Ams, but no award was given in the Support Class). Bultacos appeared in the top ten in the MIC standings at six out of seven of the events where tests were held. Those six placements yielded an average reading of 109.9 dba. The bikes with the consistently worst readings were the CZs.

If you have aspirations about racing the national or international circuits, you'd better get dialed into a quieter machine. Those who don't meet the minimum sound requirements simply aren't allowed to race. And private riders can bet that a lot of track owners are going to start policing their areas for noise offenders — they'll have to if they want to stay in business.

Less sound *really does mean* more ground!

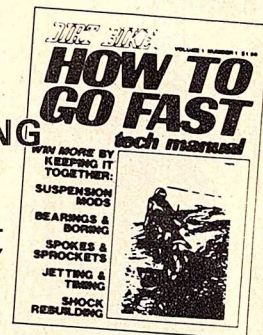
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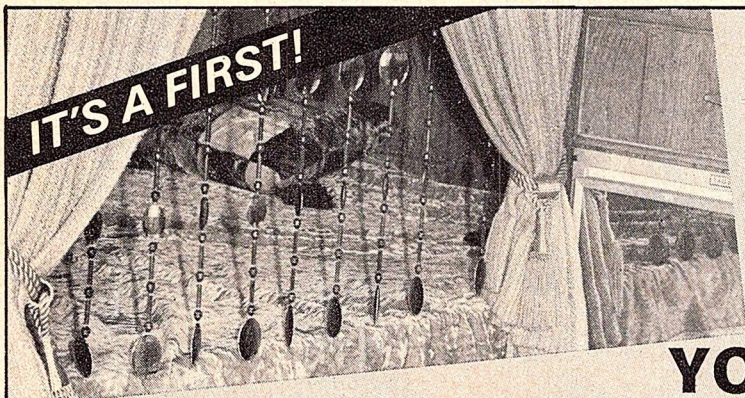
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SWEDEN

Cont'd from page 43

to get one there.

Though student status provides an obvious alternative for a year-long stay, work *is* available . . . particularly skilled labor, because Swedish kids prefer the white collar life. A heavily industrialized country — ranking second only to the U.S.A. in per capita income despite 35-hour work weeks — Sweden employs Finns, Yugoslavs, Italians and Spaniards in its labor force. One must, however, arrange for a job before a work permit can be issued.

Van Landingham fulfilled this requirement by entering as a student and then taking his resume, credentials and nine months' work experience to prospective employers. He was hired his third day in the country. John then took a short vacation to Holland while the permit processing took place, and then returned several weeks later to begin work.

Van Landingham estimates that he began to make himself understood in Swedish after four months. But most people under 45 have an English language capability and enjoy speaking it. In addition, the Swedish government will actually pay for 240 hours of language instruction for all foreign nationals employed by Swedish industry.

The Swedish government, as this piece of legislation points out, is heavily socialized. Yet Sweden is also perhaps the most cosmopolitan, stable and healthy place to live in all of Europe. While a working man ordinarily earns \$7000 yearly, the government will pay him a rent subsidy, pay for all medical costs, and provide 90-percent disability pay — even for race-related injuries. Though a Swedish salary may not leave much left over for luxuries, the essentials will be provided . . . and people *do* race, lots of them, most with families to support.

But life in Sweden is not all gravy. The Swedes are a close-knit, conservative society of breadwinners with little time to waste on frivolity. You can forget peanut butter, hamburgers and BOSSradio . . . the all-night bars close at 11 p.m. The countryside and weather are very much like New England: small factory towns surrounded by more

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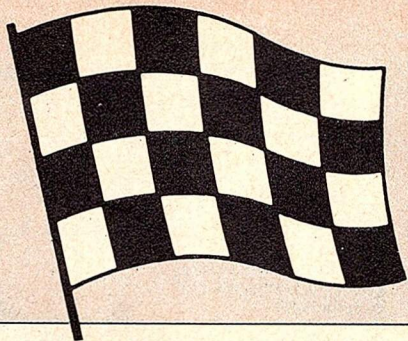
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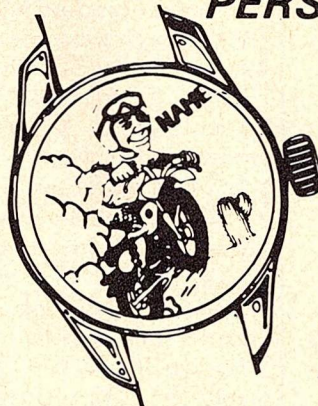
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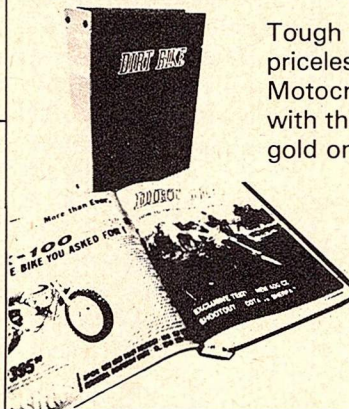
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forest acreage than any other country in Europe; average temperature is 62 degrees F in summer, 27 degrees F in winter, not particularly stormy. The winters are long, with 9:15 a.m. sunrises and 2:45 p.m. sunsets beginning in November. Stockholm is the most expensive city in the world, next to Tokyo. Though the drinking age is 18, loco weed is still known as "knark," an evil narcotic that drives men mad. The rapid darkness, new surroundings and cultural adjustments often lead to "sleeping sickness" in the hardest of personalities.

Even John Van Landingham admits that he returned to the U.S.A. this last time because of homesickness. But he also points out that Sweden now gives every worker a month's paid vacation after a year of work; plenty of time, as he says, to come home, "say 'Hi Mom! Hi Dad!,' go to McDonald's for a hamburger, listen to real music, and go out to Sand Hill to watch a race . . . and be glad you have a plane ticket *back* to Sweden."

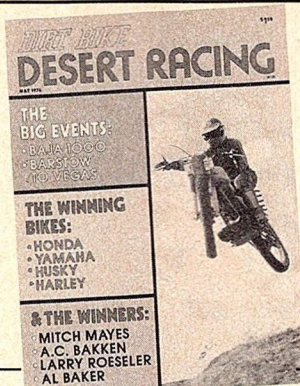
It takes a peculiar personality to abandon the comforts and entertainments of the U.S.A. for the cool, restrained life of denial in another country . . . but then it takes a peculiar personality to devote oneself totally to motocross. Conceivably, a racer might go to Sweden and become as talented and respected in international circles as Russ Darnell or Gary Bailey. And perhaps return to the U.S.A. just as alienated from a culture that limits older racers to a life of wandering aimlessly across the country teaching the glories of motocross in other countries . . . somehow out of place.

A projected trip to Sweden for motocross requires numerous visits to the library for information and many letters to assorted agencies. A good place to start:

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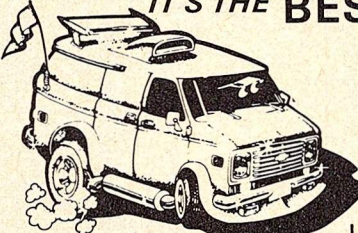
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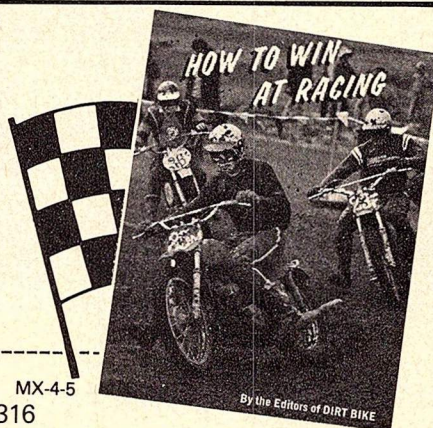
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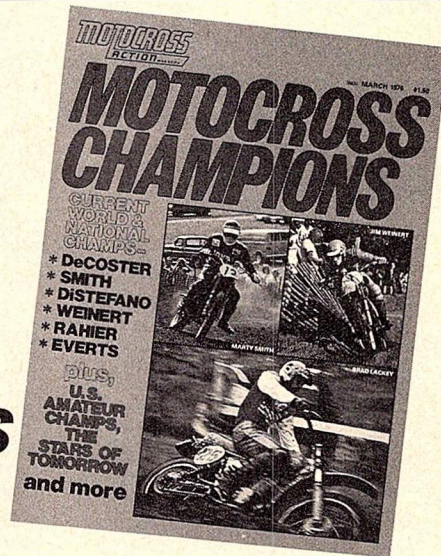
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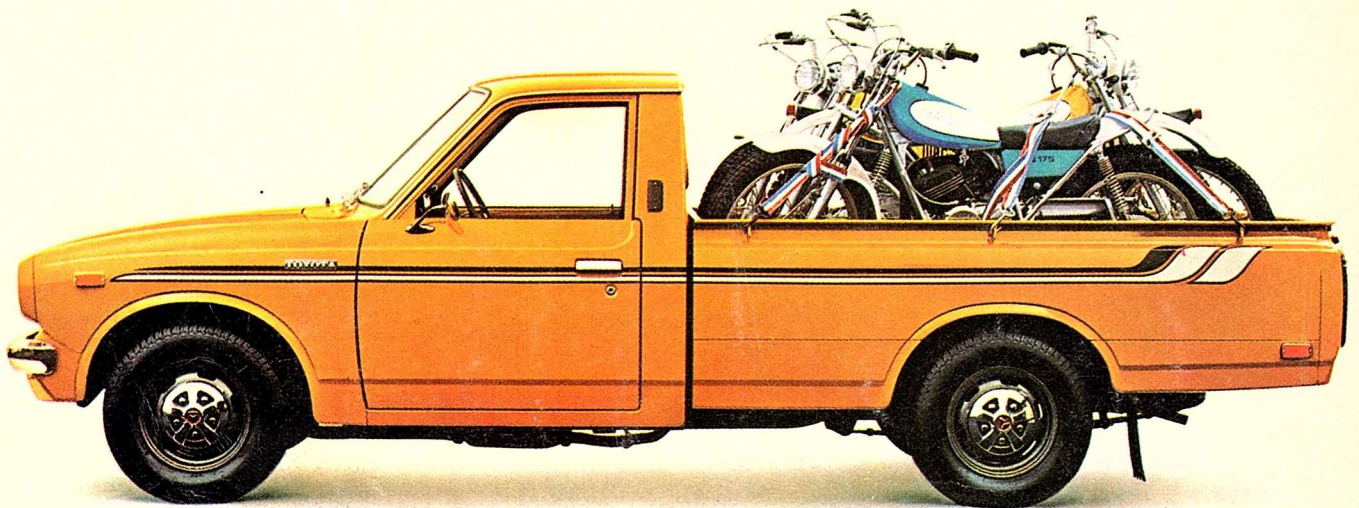


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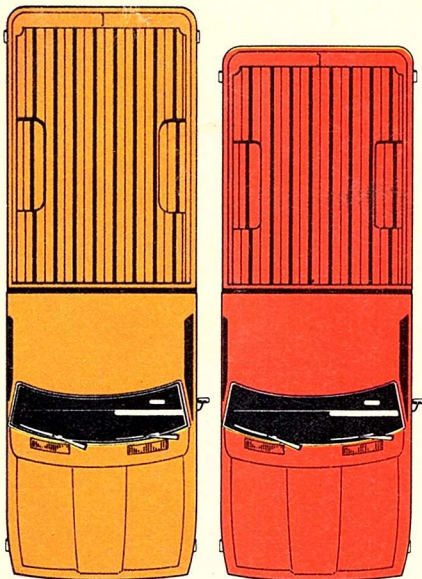
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